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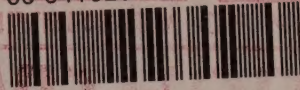


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IN completing this account of the County of York, the author has to apologise for the delay that has unfortunately taken place in its publication. This has been caused by the state of his health, which for many months rendered it impossible for him to proceed with the work, and by his anxiety that every portion of it should pass through his own hands.

He now begs warmly to acknowledge much and valuable information received from personal friends or family connections at Leeds, Bradford, Halifax, and Sheffield; from Sir Wm. Wright, chairman of the Dock Trust of Hull; from gentlemen in the rural districts of Yorkshire; and from Mr. R. Harrison of the London Library. By their much valued assistance and his own researches, he trusts that he has been able to bring down the History of this great county from the earliest period to the present time.

YORKSHIRE,

PAST AND PRESENT.



THE CATHEDRAL OF ST. PETER AND ST. PAUL

YORKSHIRE,

PAST AND PRESENT:

A HISTORY AND A DESCRIPTION OF

THE THREE RIDINGS OF THE GREAT COUNTY OF YORK,

FROM THE EARLIEST AGES TO THE YEAR 1875;

WITH AN ACCOUNT OF ITS

MANUFACTURES, COMMERCE, AND CIVIL AND MECHANICAL ENGINEERING.

By THOMAS BAINES,

AUTHOR OF "LANCASHIRE AND CHESHIRE, PAST AND PRESENT," ETC.

INCLUDING

AN ACCOUNT OF THE WOOLLEN TRADE OF YORKSHIRE.

By EDWARD BAINES, M.P.,

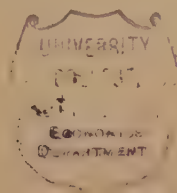
AUTHOR OF "THE HISTORY OF THE COTTON MANUFACTURE," ETC., ETC.

VOL. II.

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27 PARK SQUARE, LEEDS.





J. B. Allen

H. W. Jefferys

VIEW OF GLASGOW FROM THE WALL

ESTATE BUILDINGS.
I. JOCKESS, I. D.





CHAPTER IV.

THE HISTORY OF THE BOROUGH OF HALIFAX.

HAVING, in a previous section of this work, described the position and traced the history of the city of York, and given an account of the two great parliamentary and municipal boroughs of Leeds and Bradford, the chief seats of the woollen manufacture in or near to the valley of the river Aire, we next proceed to describe and trace the history of the four other great manufacturing towns of the West Riding engaged in the same branch of national industry, situate on or near to the river Calder; namely, Halifax, Huddersfield, Wakefield, and Dewsbury, all which places have risen to the rank and position of municipal and parliamentary boroughs during the present century.

Halifax, which we propose to describe first, is the third manufacturing town connected with the woollen trade of Yorkshire, which after a quiet and gradual progress of many ages has sprung up into great wealth and importance in the nineteenth century. Like Leeds and Bradford, Halifax owes its progress to the energy and skill with which great natural advantages for textile industry have been seized and applied by an industrious and ingenious population. The natural resources of the very extensive parish of which the town of Halifax is the chief place, consist of the abundant water-power furnished by the rapid, copious, and winding river Calder, which rises in the mountains of the Pennine Chain or Backbone of England at a height of more than 1000 feet above the level of the sea, beyond the western boundary of Yorkshire, and flows through the whole parish of Halifax from west to east; of ten or twelve large brooks and rivulets discharging their waters into the river Calder at different points in its course through this parish; and of large beds of coal, iron, building stone, and other minerals, found in the adjoining hills and valleys.* The town of Halifax stands on the banks of

* Geological Map of England and Wales, by Andrew C. Ramsay, F.R.S. & G.S., Local Director of the Geological Survey of Great Britain, Professor of Geology in the Government School of Mines, London. Edward Stanford, 6 Charing Cross.

the Hebble or Salterhebble, sometimes called Halifax Brook, one of the most abundant of the streams which flow into the Calder joining it at Brooksmouth. Halifax is situated on the north-western edge of the great coal-field of Yorkshire; and the coal district of Halifax contains from thirty to forty collieries, which yield amongst them about half a million tons of coal every year.* From the east of the town the coal measures extend over great part of the West Riding; whilst on the west the rugged hills of the millstone grit formation reach to and beyond the borders of Lancashire, and send down their steep and rugged sides numerous streams into the valley of the Calder. The large supplies of coal found on the eastern side of the parish of Halifax furnish the means of producing or employing steam, fire, and machinery, the great moving powers of industry in modern times, as water-power and simpler machines were in earlier ages.

Much the greater part of the land of the extensive parish of Halifax, covering an area of 82,539 acres 12 perches, of which 392 acres 18 perches are under water, and† containing in the year 1871 upwards of one hundred and seventy thousand (173,313) inhabitants,‡ is naturally wild and barren, covered with heath and not with grass, except in the valleys, generally unfit for cultivation by the plough, and yielding superior herbage only along the banks of the river Calder and in a few favoured positions, which have been cultivated with industry and skill. But in the earliest times this hilly and even mountainous district was well suited for the rearing of the wilder breeds of cattle which roamed over it, with or without owners, down to the time of the Tudor kings, and also of a native breed of mountain sheep, yielding a very warm and thick wool, suited for the manufactures of the district. The Hardwick or Erdwick sheep, now bred chiefly on the loftier mountains of Westmoreland and Cumberland, but which formerly grazed on the hills and mountains forming the Backbone of England, from the Trent to the Cheviots, were probably the native sheep of this district, and may have taken their name from the district known as the Forest of Hardwick, which commenced on the east, near the town of Halifax, and extended westward to the borders of Lancashire. In early ages, when the transport of all kinds of raw materials was effected

* Mineral Statistics of the United Kingdom, 1871.

† Index to the Ordnance Survey of Yorkshire; West Riding, Table of Areas; Halifax parish.

‡ Census of England and Wales, 1871.

by means of pack-horses, and was very costly and difficult, especially in mountainous districts like this, the woollen goods of Halifax were no doubt woven and spun from the wool of the native sheep, and were fulled with rude machinery worked by the abundant water-power of the adjoining streams. But about the time of the Tudor kings and queens—from 1485, the 1st Henry VII., to 1603, the 45th Queen Elizabeth—the woollen manufactures of Halifax, and of England generally, began to improve and extend rapidly, under the influence of better machinery introduced from Flanders; of internal peace and the security derived from wiser laws and a more firmly established public order; and of the immense impulse given to commerce and manufactures by the discovery of America, and by the influx of gold and silver into this country from Mexico and Peru, in quantities never before known, in exchange for the manufactures of England. From that time the wool produced on the Yorkshire hills became insufficient to meet the demand of the looms of Halifax and the other manufacturing towns of the West Riding; supplies had then to be drawn from more distant parts of England, and ultimately from foreign countries. Halifax now began to rise from the position of a small market town or village, not containing a fixed population of more than from fifty to a hundred persons,* to that of a trading town with some hundreds of inhabitants, which number slowly increased to a few thousands. From early times the markets of Halifax were held three days a week, to supply the wants of this extensive parish; and yearly, on the feast of St. John the Baptist, fairs were held, which were frequented by the scattered population of the district extending from the boundaries of Bradford and Huddersfield to those of Rochdale and Burnley, as well as by numerous strangers from different parts of Yorkshire, and from more distant parts of the kingdom.

Many remains of the great military roads of the Romans have been discovered, and may still be traced, in the parish of Halifax, besides a number of the older stone-works of the Britons. From very early times an ancient road, described as “the great road,” ran through the parish; and when the learned Camden visited Halifax and the surrounding country a little before the year 1580, in the reign of Queen Elizabeth, he believed that he had found the site of the Roman station of Cambodunum at Almondbury, which

* The History and Antiquities of the Parish of Halifax, in Yorkshire, Illustrated with Copper-plates. By the Rev. John Watson, M.A. London, 1775.

he describes as six miles distant from Halifax, and as agreeing with the distances between Calcaria or Tadcaster on the north-east, and Mancunium or Manchester on the south-west, which are given to it in the Antonine Itinerary.* But the question of the position of Cambodunum has since been carefully examined, first by the Rev. John Watson, the historian of Halifax about a hundred years ago, and within the last few years by the Archæological Society of Huddersfield; and its position is now placed, and has been laid down in the Ordnance maps,† six or eight miles south-west of Halifax, at Slack, on the borders of the two great parishes of Halifax and Huddersfield. There several roads coming westward from the neighbourhoods of Halifax, Elland, Brighouse, Huddersfield, and Almondbury, join or approach each other at a point convenient for passing over the great range of the Pennine Chain, by Roman roads which can still be traced in the passes of the mountains.‡ Some of these roads seem to have existed from the earliest ages, though frequently repaired or reconstructed; and one or more of them no doubt follow the course of the Roman road described in the second Iter of Antoninus, which extended from the coast of Kent to the Caledonian Wall, and in its windings between Mancunium or Manchester and Eboracum or York, crossed the Pennine chain near Cambodunum.

But nearly the whole of the present towns and villages in the parish of Halifax appear from their names to have been founded by the Anglian, that is, Teutonic conquerors of England, after the departure of the Romans from Britain. "One of the officers belonging to the lord of the manor was called a grave, from the Anglo-Saxon word 'gerefe' or the German 'graf,' originally an earl or count, but afterwards a collector of the lord's rents."§ In the Anglian times there were three graveships, or Saxon districts, at Fixby, Rastrick, and Hipperholme, in the parish.|| In the words of the Rev. Mr. Watson, the "parish or vicarage of Halifax, in the West Riding of Yorkshire and Wapentake of Agbrigg and Morley, consists of twenty-six townships or hamlets—namely, Barkisland, Brighouse, Elland, Erringden, Fixby, Greetland, HALIFAX, Hep-tonstall, Hipperholme, Langfield, Linley, Midgley, Northowram,

* Camden's Britannia, Edition 1590, p. 558.

† Ordnance Survey of Yorkshire. No. 88 in One-Inch Map.

‡ Ordnance Survey of Yorkshire. No. 88 in One-inch Map.

§ Watson's Halifax, p. 134.

|| Watson's Halifax, p. 205.

Norland, Ovenden, Rastrick, Rishworth, Stainland, Stansfield, Shelf, Skircoat, Sowerby, Soyland, Southowram, Warley, and Wadsworth.* The whole of the above names, with the exception of Ovenden, which Mr. Watson derives from the British words "avon" and "den," meaning the river dale, appear to be derived from the English language, in the form in which it was first spoken or written in this part of England, with the exception of the words ending in "by," "holme," "stall," and one or two others, which are probably of Norse or Danish origin.†

The origin of the name of Halifax, which is not only that of a large town, but of the most extensive parish in Yorkshire, has given rise to much controversy. Camden, whose authority is justly great amongst topographers, was informed when he visited this neighbourhood in the time of Queen Elizabeth, that the original name of what is now called Halifax was Horton, and that Halifax was a comparatively recent name, derived from the two Anglian words "halig" and "fax," meaning the "Holy Hair."‡ But there is no other evidence that the present Halifax was ever called Horton; and what renders it very improbable that it should have been so named is that there are two townships of that name, Great and Little Horton, in the adjoining parish of Bradford. Moreover, Camden was mistaken in supposing that Halifax was a recent name, for the church of Halifax is mentioned in deeds and records of the time of the Norman kings, and certainly not later than the middle of the twelfth century. This was at least 500 years before Camden's visit to Halifax, and 800 years previous to the present time.

With regard to the origin of the name of Halifax, the Rev. John Watson, a good Anglo-Saxon scholar, who resided at Halifax about the middle of the last century, and whose History of that town and parish is justly admired for the learning and judgment which it displays, makes the following observations:—"How long Halifax has been called by its present name, or how it originally got the name, is a little uncertain. Camden, and on his authority several others, have told us that it is 'of no great antiquity,' for that 'not many ages since' it was called Horton; and that the inhabitants accounted for the change in the name by

* Watson's Halifax, p. 1.

† List of Yorkshire Names of Anglo-Saxon, Frisian and Danish Origin, in first volume of this Work.

‡ Camden's Britannia, Latin Edition, 1590, p. 588.

the story of a young woman there, who, having rejected the unlawful solicitations of one of the monks, he cut off her head, which was afterwards hung up in a yew tree, and by the credulous vulgar was looked upon as holy. Of this the clergy taking the advantage, improved the fallacy into a miracle, and persuaded the people that the little veins, which like hairs were spread between the bark and the tree, were the very hairs of the virgin. This caused such a great resort of pilgrims to it that from the little village of Horton it became a large town, and assumed the new name of Halig-fax or the holy hair, for "fax" he (Camden) observes, is (or was) used by the English, on the north side of Trent, to signify 'hair'; hence the noble family of Fairfax in Yorkshire were so called from their fair hair."

To this wonderful story Mr. Watson very reasonably demurs, not only on the ground of the excessive improbability of the legend from which the name is said to be derived, but also because Camden's account of the time at which the supposed new name was given, does not at all agree with what is known from ancient deeds of the time at which that name was in common use. "This relation," says Mr. Watson, "our author (Camden) had from some of the inhabitants; but it is something strange that so judicious an antiquary should give such entire credit to it, for some parts of the story are very suspicious and others untrue. At the time of the Norman survey (1084-86) we meet with no name at all of this place, for there is not the least mention of it in Domesday Book, though several places are mentioned in the neighbourhood. Supposing therefore the above story to be true, the date of it must be fixed subsequent to that event, or as our author has expressed himself, 'not many ages since.' I take Camden to have been in these parts a little before the year 1580 (22nd and 23rd Elizabeth), and it was therefore a sort of contradiction for him in one place to say that, 'not many ages before,' it grew up from a little village to a large town, and in another place, that about the year 1443 there were but in Halifax thirteen houses. Be that as it will, we find William, Earl Warren, who died in 1138, giving the church here to the monks of Lewes, in Sussex, by the express name of *Ecclesia de Halifax*, almost 500 years before Camden's 'Britannia' made its appearance. It cannot, therefore, be true that the name is of no great antiquity; and this very much invalidates the credit of the whole story, which is authenticated by no record, and depends

entirely on tradition." Mr. Watson then proceeds to give another origin of the name Halifax, still founding it on the old Anglian words "halig" and "fax," which he says signified the "holy face," and arose from the belief that there was a relic in the chapel that formerly stood (if it does not still stand) on part of the site of the parish church of Halifax, which was supposed to possess much sanctity, and to be nothing less sacred than a portion of the face of John the Baptist. This opinion was put forth by the author of the book called "Halifax and its Gibbet Law," published in 1708; it was also adopted, as rather less improbable than the tradition preserved by Camden, by the Rev. Mr. Wright, the author of a subsequent history of Halifax, published about the year 1736; and it receives a certain amount of support in Mr. Watson's excellent "History of Halifax" published in the year 1775. He states that the parish church of Halifax has been dedicated to St. John Baptist from the earliest ages; that there are still the remains of an ancient chapel, which may have been a hermitage, within the church; and that the word "fax" did mean a face, in the old Anglian language of Yorkshire, as well as hair, and may therefore form the syllable required to complete the name of Halifax, which would thus mean the "holy face." But an entirely different derivation of this name has since been devised by the Rev. Dr. Thomas Dunham Whitaker in his history of the Yorkshire district of "Loidis and Elmete." He combines with the two first syllables, "halig," which are evidently Anglian, a third syllable of "voies," of Norman origin, and which in course of time had, he fancies, been converted into "fax," being the last syllable in the name of Halifax. As a case in point he states that the word Carfax, the name of a well-known street at Oxford, was derived from the Norman words Quatre-voies, and supposes that the name of Halifax had also been so transformed after the Norman conquest. But Halifax must certainly have had a name before as well as after the Norman conquest, the more especially as it is the largest parish in Yorkshire. Halifax in its present form was no doubt the name a few years after the Conquest; and as both the words "halig" and "fax" are genuine English words, and are found in the poems of Cædmon several hundred years before the Normans* made their appearance in England, we are disposed to think that they spring from the old English

* Cædmon's Poems. See vol. i. of this Work.

language, which is found in the names of a hundred places in the parish of Halifax, and not from the Anglo-Norman, of which we find very few traces in this then wild and secluded district. The legends above referred to are scarcely worth discussing; but the church of Halifax has always been sacred to St. John the Baptist, and was probably supposed to contain some relics connected with him.

Although neither the manor, church, nor the town of Halifax is mentioned by name in Domesday Book, which was drawn up about twenty years after the Norman conquest, yet seven or eight of the townships in this ancient parish are described in it by names differing little from their modern forms.* There is, indeed, ample evidence from early records that not only the parish of Halifax, but nearly the whole valley of the Calder, and the hills on both sides of it, were at that time "terra regis," and were in the hands of William the Conqueror himself, as part of his great lordship of Wakefield, which extended, with a few small exceptions, over the whole vale of the Calder.† The possessions of the Conqueror in Yorkshire at that time included upwards of 300 manors or lordships, forming part of the still greater estates of the crown, which then comprised altogether upwards of 1200 manors in different parts of England, and are said to have produced an income of 1000 lbs. of silver daily, equal to about £15,000 a day of modern money. The whole lordship of Wakefield, and most of the manors in the valley of the Calder, had been "terra regis" in the reign of Edward the Confessor, and had passed at the time of the Conquest into the hands of the Norman king. But although Halifax formed a portion of the estates held by the king at the time when the Domesday survey

* Watson's Halifax.

† Mr. Watson says, "In order to give a proper account of the manor of Halifax it will be necessary, in some measure, to describe that of Wakefield, of which Halifax is only a parcel. The manor of Wakefield is very extensive, the greatest part of the country west from Normanton, four miles east of Wakefield, to Lancashire belonging to it, being more than thirty English miles in length. It contains 118 towns, villages, or hamlets, of which Wakefield and Halifax are the chief." "It must be observed," adds Mr. Watson, "that at Halifax there has of long standing been a manor within a manor. In Kirkby's inquest, being an inquisition taken by John de Kirkby, treasurer to King Edward I., and his fellows, commissioners assigned to inquire of the fees holden in chief in the county of York of the said king, and the rents of assize then due to him, being the twenty-fourth year of his reign, the prior of Lewes was found to hold Halifax; this must have been then by grant from some of the earls of Warren. To this priory it continued to belong till the dissolution thereof by King Henry VIII. The last court which the prior and convent held here, Wright (b. iii.) says, was April 24, 1537, after which the king became lord of this manor, and held his court January following, by Sir Henry Savile, Knight, and John Green, stewards."

was made in 1084-86, it soon passed into the hands of one of his great Norman followers. Soon after the Domesday survey either the Conqueror, who died a year or two after it was completed, or one of his two sons, William Rufus or Henry I., granted the lordship of Wakefield, including the present towns of Halifax and Dewsbury, to one of the earls of Warren, the first of whom had married a daughter of the Conqueror.* The lordship of Wakefield, with the manor of Halifax, remained in the hands of the succeeding earls of Warren, eight in number, for a period of nearly 300 years after the Norman conquest. But in the year 1347, the 21st Edward III., John, the eighth and last earl of Warren, died without lawful issue. At his death the lordship of Wakefield, with the great castle of Sandal near that town, and the still stronger castle of Conisbro' on the river Don, together with the towns and manors of Halifax, Wakefield, and Dewsbury, and all the other possessions of the earls of Warren to the north of the river Trent, were granted by King Edward III. to his own youthful son, Edmund Plantagenet. He was known as Edmund of Langley from the place of his birth, was created earl of Cambridge by his father, and was afterwards raised to the new honour of duke of York by his cousin, King Richard II. This was the commencement of the power and wealth of the dukes of York of the royal race of Plantagenet, the great rivals of the house of Lancaster in subsequent conflicts for the crown. The descendants of Edmund of Langley held the dukedom of York, with occasional interruptions arising out of the wars of York and Lancaster, until the time when Edward IV., the hero of that race, succeeded in seizing on the throne of England. After the overthrow of King Richard III. in the battle of Bosworth Field, and the accession of Henry VII., the great estates both of York and Lancaster passed into the hands of the kings and queens of the Tudor race. Soon after that time they were broken up and divided—the manor of Halifax, amongst others, passing first into the hands of Thomas Cromwell, earl of Essex, the favourite councillor of Henry VIII.; then into those of Anne of Cleves; afterwards into those of several members of the good old Halifax family of the Waterhouses; and ultimately into those of Sir Arthur Ingram, Bart., whose descendants, ennobled as Viscounts Irwin, have held it almost to the present time.

* Watson's Halifax.

Although much the larger portion of the valley of the Calder and of the manors along its banks was held by the crown, at the time of the Domesday survey, as part of its lordship of Wakefield, and though the whole of that extensive lordship was soon after granted to the earls of Warren, we find from the Domesday record that the still greater estates of the most warlike and powerful family of De Laci, who were the lords of the castles of Pontefract and Clitheroe and of about 150 manors in the county of York, extended very close to the river Calder at two or three points, namely, at Southowram near Halifax, and Elland on the Calder; and that at Huddersfield and Almondbury they stretched beyond that river. At those points the estates of the De Lacis were interlocked with the possessions of the crown in the valley of the Calder at the time of the Domesday survey, and afterwards with those of the earls of Warren. The object of this arrangement probably was to give additional strength to the crown and to its great military retainers at those important points, and thus more effectually to secure to them the command of the roads, the fords, and the bridges (if any bridges existed in this then thinly peopled country); thus enabling them to keep open the communication from east to west across this part of the kingdom, and more especially from the city of York, the great fortress of the north, to Chester, the bulwark of the north-west. With a view to this object the strongest position held by the De Lacis at the time of the Domesday survey was at Heptonstall, at the point where the river Hebden falls into the Calder—a position of great natural strength, from which they commanded the whole of the upper part of the valley of the Calder, and were within a very short distance of the mountain passes lying between that river and the river Roch, which flows down into Lancashire through Rochdale.

Our principal information with regard to the early history of the parish and manor of Halifax under the Norman and Plantagenet kings and the earls of Warren, is derived from the muniments of the priory of Lewes, in the county of Sussex, which was founded by the first earl of Warren and by his countess, a daughter of William the Conqueror. Either then or soon after, one of the earls of Warren settled upon the priory of Lewes the churches of Wakefield, Halifax, and other parishes in Yorkshire. According to Sir William Dugdale, this settlement was made by the first earl of Warren, who died in 1088. That is only two

years after the time when the Domesday survey was completed ; and as there is no mention of the church of Halifax in that record, it was thought by the Rev. Mr. Watson, who investigated this question with great care, that the settlement may have been made by the second earl of Warren, who died in the year 1138, the third year of the reign of the Conqueror's nephew, King Stephen. But even this date has been questioned by Hunter, the historian of Sheffield and Doncaster, and an antiquary of the highest standing, who quotes a grant of the churches of Halifax and Wakefield without any date from the chartulary of the priory of Lewes, made in the presence of several witnesses, including Archbishop Theobald, which renders it probable that the grant was made by the third earl of Warren, and subsequent to the year 1138, in which the second earl died. But there is no doubt that the church of Halifax, in its present name, was granted by one of the earls of Warren in the time of the Norman kings to the priory of Lewes, and that it was held by it down to the time of the Reformation. The vicarage of Halifax was established, as we are informed by Mr. Watson, in the year 1273.*

Manufactures and Population of Halifax in Early Times.—The woollen manufacture, always the great source of wealth and employment in this part of Yorkshire, seems to have been established in the parish of Halifax at a very early period. Mr. Watson mentions in his "History of Halifax" that he had a copy of a court roll, dated at the court of the prior of Lewes held at Halifax on the Thursday next after the feast of St. Thomas, in the second year of Henry V., 1414, wherein Richard de Sunderland and Joan his wife surrendered into the hands of the lord of the manor an inclosure in Halifax, called the Tenter Croft.† He also mentions that two fulling mills were erected at Rastrick in the same parish about the 17th Edward IV., 1477-78. These facts show a considerable advance in the manufacture of woollen cloth at that time, and we know from other sources that both employment and population began to increase very rapidly about the middle of this the fifteenth century. But nearly 200 years earlier there must have been very considerable sources of wealth in the parish of Halifax, though most of them probably were derived from the grazing of cattle and sheep, and the wool yielded by the latter. So early as the years 1291-92 we have a valuation of the several

* Watson's History of Halifax, p. 397.

† Ibid. p. 66.

church livings in the West Riding, made by order of King Edward I. with the concurrence of Pope Nicholas IV., from which it appears that the value of the tithes of the church and vicarage of Halifax was at that time higher than that of the tithes of Leeds, Bradford, Huddersfield, or any other of the great parishes in this part of the West Riding. At that time the value of the income of the church of Halifax yearly was £93 6s. 8d.,* and that of the vicarage, which was separate from the rectory, was £16. These sums may be taken as amounting together in round numbers to £120 of the money of that time. But in that age £120 meant a weight of 120 lbs. of silver, of 12 ozs. to the pound; and in addition to that it must be remembered that silver was then three times as valuable, weight for weight, as it has been since the discovery and the working of the silver mines of Mexico and Peru. Hence this sum of £120 of the reign of Edward I., which was the then yearly value of the church and vicarage of Halifax, would be equal to from £1800 to £2000 in the money of this time; and if it only formed a tenth part of the value of the produce of the parish of Halifax, the value of the whole would be something like £18,000 to £20,000 per annum. When it is considered that the parish extends over an area of 82,000 acres, this is not at all incredible.

With regard to the population of Halifax, in the earliest times at which we can obtain any light on the subject, which is about the year 1442, the 20th Henry VI., the Rev. Mr. Watson observes, in his "History of Halifax," p. 147:—"But the most striking instance of the increase of inhabitants in this neighbourhood is from an old paper in my possession, which I shall here faithfully transcribe. 'By this underwritten you may gather the great encrease of howsing and people within the town of Halifax in not many years by paste, written by John Waterhouse of Shibden, and sometime Lord of the Manor of Halifax. NOTE.—There is in Halifax, this year 1566, of householders that keeps fires and answers Mr. Vicar in his fermours (farmers) of dutyes as housholders, twenty and six score (520), and no more, as I am credibly informed; and in the time of John Waterhouse, late of Halifax deceased, who died at Candlemass twenty-six years agoe, at his death being very near 100 years of age (I trow three years under), and when he was but a child there were but in Halifax in all thirteen houses' (or families, say, of five each—sixty-five persons in all.) 'God be praised for his increase.'"

* See vol. ii. of this Work, p. 250.

The progress of the woollen manufacture of Halifax, including town and parish, is very clearly shown in the preamble of an Act of Parliament of the 5th Philip and Mary, 1555, which was passed by Parliament for the relief of the weavers of Halifax, by exempting them from the operation of a general Act of the previous year, regulating the sale of wool, and confining it to the wealthier class of staplers. These persons, it appears, did not sell wool in sufficiently small quantities to suit the small weavers of the parish of Halifax. Hence the preamble, in providing a remedy, recites as follows :—
“Forasmuch as the parish of Halifax and other places thereunto adjoining, being planted on great wastes and moors, where fertility of the ground is not apt to bring forth any corn nor good grass but in rare places and by exceeding and great industry of the inhabitants; and the same inhabitants altogether do live by cloth-making, and the great part of them neither getteth corn, nor is able to keep a horse to carry wools, nor yet to buy much wool at once, but hath ever used only to repair to the town of Halifax, &c., and there to buy upon” (from) “the wool-driver” (or dealer), “some a stone, some two, and some three and four, according to their ability, and to carry the same to their houses, some three, four, five, and six miles off, upon their head and backs, and so to make and convert the same either into yarn or cloth, and to sell the same, and so to buy more wool of the wool-driver” (dealer); “by means of which industry the barren grounds in those parts be now much inhabited, and above 500 households there newly increased within these forty years past, which are now likely to be undone and driven to beggary by reason of the late estatute (5th Edward VI. c. 7, 1553) that taketh away the wool-drivers” (or retailers of wool), “so that they” (the weavers) “cannot now have their wool by such small portions as they were wont to have; and that also they are not able to keep any horses whereupon to ride, or fet” (fetch) “their wool further from them in other places, unless some remedy may be provided. It is therefore enacted that it shall be lawful to any person or persons inhabited within the parish of Halifax, to buy any wool or wools, at such time as the clothiers may buy the same, otherwise than by engrossing and forestalling, so that the persons so buying the same do carry or cause to be carried the said wools so bought by them to the town of Halifax, and there to sell the same to such poor folks of that and other parishes adjoining as shall work the same into cloth or yarn to their knowledge, and not to the rich

and wealthier clothier, nor to any other to sell again. Offenders against this Act to forfeit double the value of the wool so sold. Justices of Peace to hear and determine the offences."*

The Criminal Law of Halifax and of the adjoining Forest of Hardwick.—From a very early age the town of Halifax was the seat of a criminal jurisdiction extending over the neighbouring district, known by the name of the Forest of Hardwick. The bailiff of Halifax presided at the sittings of this court, supported by four jurymen of Halifax, and four others from each of the townships in which the offence under trial by the court was said to have been committed. A similar jurisdiction and mode of punishment seem to have existed at other places in very early times, although they went out of use sooner there than they did at Halifax. The Halifax gibbet law, like the laws of Draco, had only one punishment—namely, that of death; and that punishment was inflicted by decapitation, or beheading, on all felons convicted of stealing, especially cloth exposed on the tenters, in the Forest of Hardwick, of the value of $13\frac{1}{2}d.$ in the money of that time.†

The best account of the stern jurisdiction of the gibbet law of Halifax is found in Defoe's account of Halifax contained in his "Tour through the whole Island of Great Britain." "I must not," he says, "quit Halifax till I give you some account of the famous course of justice anciently executed here, to prevent the stealing of cloth. Modern accounts pretend to say it was for all sorts of felonies, but I am well assured it was first erected purely, or at least principally, for such thieves as were apprehended stealing cloth from the tenters; and it seems very reasonable to think it was so, because of the conditions of the trial. The case was thus: the erecting of the woollen manufacture here was about the year 1485" (or rather its revival and rapid extension, after the long wars of York and Lancaster), "when King Henry VII., by giving encouragement to foreigners to settle in England, and to set up woollen manufactures,

* Watson's Halifax, 1775.

† According to the earliest local history of Halifax and its gibbet law, the Forest of Hardwick, which nearly corresponded in its limits with the parish of Halifax, "had its beginning on the west from the bounds dividing the counties of York and Lancaster; on the east from Salterhebble Brook, as the same runneth from Illingworth" (down by the town of Halifax) "to the river Calder; on the north it bordered on the vicarage (or parish) of Bradford; and on the south on the rivers of Riburn and Calder, and contained within its circuit the following towns and hamlets:—Halifax, Ovenden, Illingworth, Mixenden, Bradshaw, Skircoat, Warley, Sowerby, Rishworth, Luddenden, Midgley, Erringden, Heptonstall, Rottenstall, Stanfield, Cross-stone, and Langfield," to which Mr. Wright adds Wadsworth. Mr. Watson gives a fuller and more precise account of the Forest of Hardwick, and also of the Forest of Sowerbyshire connected with it.

caused an Act to pass prohibiting the exportation of wool into foreign parts unwrought, and to encourage foreigners" (chiefly Flemish weavers) "to come and settle here" (this had also been done in a previous century by Edward III). "Of these, several coming over settled the manufactures of various kinds of cloth in different parts of the kingdom, as they found the people tractable and as the country best suited them; as, for instance, the cloth named bays at Colchester; the says at Sudbury; the broadcloth in Wilts and other counties, and the trade of kersies and narrow cloth at this place" (Halifax), "and other adjacent towns. When this trade began to settle nothing was more frequent than for young workmen to leave their cloths out all night" (and indeed for many days and nights) "upon the tenters; and the idle fellows would come in upon them, and tearing it off without notice, steal the cloth. Now, as it was absolutely necessary to preserve the trade in its infancy, this severe law was made, giving the power of life and death so far into the hands of the magistrates of Halifax, as to see the law executed upon them. But the power was not given unless in one of these three plain cases, namely, hand-having, back-bearing, or tongue-confessing. This being the case, if the criminal was taken he was brought before the magistrate of the town, and those who were to judge and sentence and execute the offender, or to clear him, within so many days. Then there were frithborghs (or jurors) also to judge of the fact, who were to be good and sober men, and by the magistrates of the town to be approved as such. If these acquitted him he was immediately discharged; if those censured (convicted) him nobody could reprieve him but the town. The manner of execution was very remarkable; the engine, indeed, is carried away, but the scaffold on which it stood is there to this time (1727), and may continue for many ages, being not a frame of wood but a square building of stone, with stone steps to go up, and the engine itself was made in the following manner."

The execution was performed by means of an engine called a gibbet, which was raised upon a platform four feet high and thirteen feet square, faced on every side with stone, and ascended by a flight of steps. In the middle of this platform were placed two upright pieces of timber, fifteen feet high, joined at the top by a transverse beam. Within these was a square block of wood four and a half feet long, which moved up and down by means of grooves made for that purpose; and to the lower part of this sliding block was

fastened a sharp iron axe of the weight of seven pounds twelve ounces. The axe thus fixed was drawn up to the top of the grooves by a cord and pulley. At the end of the cord was a pin, which, being fixed to the block, kept it suspended till the moment of execution, when the culprit, having placed his head on the block, the pin was withdrawn, the axe fell suddenly and violently on the criminal's neck, and his head was instantly severed from his body. "The force of this engine," says Defoe, "is so strong, the head of the axe being loaded with a weight of lead to make it fall heavy, and the execution so secure, that it takes away all possibility of its failing to cut off the head." It is said that the celebrated Douglas, earl of Morton, who was regent of Scotland during the reign of our Queen Elizabeth, in passing through Halifax saw one of their executions, and was so much struck with the thoroughness of the work that he caused a model to be made of the Halifax axe and scaffold, and to be sent to Scotland. The story adds that he was himself the first person put to death in Scotland by this instrument, which seems to have closely resembled the modern guillotine introduced in France about the time of the Reign of Terror, and still used in inflicting capital punishment in that country. So great was the terror excited by this sanguinary instrument in former times, that the thieves had a graceless prayer which ran—

"From Hull, Hell, and Halifax,
Good Lord, deliver us :"

Hull also being a place where very sharp and short justice was dealt out to criminals.

The last execution under the criminal law of Halifax took place in the time of the Commonwealth, in the year 1650, when three prisoners were tried there, named Abraham Wilkinson, John Wilkinson, and Anthony Mitchell.* The jury that tried them consisted of sixteen men; four of Halifax, and four each of Warley, Sowerby, and Skircoat. The prisoners were charged with taking off and stealing from the tenters of Samuel Colbeck of Warley, in the parish of Halifax, sixteen yards of russet-coloured kersey cloth; the first and second of them were also charged with stealing a black colt belonging to John Cusforth of Durker, in Sandal parish (close to the town of Wakefield), and also with stealing a whole piece of kersey cloth at Brierley Hall. Evidence was heard, and the trial

* Bently's Halifax and its Gibbet Law placed in its True Light, p. 55.

seems to have been fairly conducted. Two of the prisoners, namely, Abraham Wilkinson and Anthony Mitchell, were found guilty, but the third was acquitted; and the same day, "because it was Saturday, or the great market," the two former were sentenced to suffer death by having their heads severed and cut off their bodies, which punishment was carried out in the usual form. This was the last capital punishment inflicted in this manner and under this law. It occurred in the year immediately after the beheading of King Charles I., and it is not improbable that the horror inspired by the execution of the king may have given the final blow to it.

Halifax in the Reign of Queen Elizabeth.—The progress of Halifax during the reign of Queen Elizabeth was very rapid, in comparison with previous times, owing to the general causes mentioned at the commencement of this work, to the breaking up of the wastes of the manor into more moderate portions, and to a great improvement in agriculture as well as in manufactures. On this subject Mr. Watson observes:—"If Camden's information was anything near the truth, which he received as he travelled through these parts (about the years 1575-80), the number of inhabitants in this parish was about 12,000 men (including women and children); in which I am apt to think he was not very much mistaken, for in the certificate of the archbishop of York and others, 2nd Edward VI., 1548-49, concerning chantries, &c., it is said that in the parish of Halifax the number of houselying people" (householders) "is 8500, and it is a great wide parish, and during the Rebellion in the North, when every Protestant who could carry arms was zealous to show his attachment to his religion and the queen, Archbishop Gryndall (of York) says, in a letter to Queen Elizabeth, that the parish of Halifax was ready to bring three or four thousand able men into the field." This estimate is confirmed by facts stated in Mr. Cartwright's recently published "Chapters from the History of Yorkshire," from which it appears that 3000 to 4000 persons signed the declaration of the Protestant Association in this neighbourhood, pledging themselves to defend the queen with their lives and fortunes.* From that time to the present the population of Halifax, both in town and parish, has continued to increase rapidly.

* The petition of the Protestant Association, according to a letter of the earl of Huntingdon to Sir Francis Walsingham, which was got up in the year 1584, was signed in the city of York by 2000 persons and above; about Halifax, Wakefield, and Bradford, by about 5300 freeholders and clothiers; and the whole number of seals, which were then used in signing, attached to it was 7500. P. 159.

When Daniel Defoe described Halifax about the year 1727, he stated that there had been a very great increase in the forty years which followed the Revolution of 1688. The Rev. Mr. Watson stated that the number of inhabitants in the parish at the commencement of the reign of King George III. (1763-64) was 41,220; the number of families (on the average of five each) in the vicar's Easter Books at that time being 8244. Since that date the population of the parish of Halifax has increased, in the present limits of the borough, to 65,510, and in the parish to 173,313, as appears from the returns of the Census of 1871.*

The Rectory and Vicarage of Halifax.—Mention is made in the records of the priory of Lewes of the church of Halifax very soon after the Norman conquest; and not long after Hugh de Copley, of Copley in Skircoat, is spoken of as one of the rectors of Halifax, and as being the grandson of Adam de Copley, who was slain at the siege of York by the Normans in the year 1070. There are very clear accounts of the parish church of Halifax from the commencement of the reign of King John, when the celebrated restorer of York minster, Archbishop Walter Gray, commenced his register of the diocese of York, which has been brought down to the present time. The succession of the rectors of Halifax is clear and certain from this early period. In this archbishopric Ingolard Turbard was solemnly inducted as rector of Halifax by Gilbert de Sancto Leopardo, vicar-general to the archbishop, in the presence of Gilbert de Angel, rector of Thornhill; Thomas de Boleau, rector of Birstall; and Thomas, rector of Heaton, then rural dean; and others. In the year 1273 the rectory of Halifax became inappropriate, and the vicarage was fixed in one clergyman, who was called the perpetual vicar thereof, being bound to perpetual residence. In the year 1275, a dispute having arisen between the prior and convent of Lewes and the vicar of Halifax, a composition was made, by which Walter Gifford, archbishop of York, decided that the vicar and his successors for ever should enjoy the tithes of mills and calves, and also mortuaries, paying yearly to the prior and convent the sum of £4 13s. (equal to about £70 a year of modern money), which former sum the impropiator still receives from the vicar yearly. Shortly before the Reformation, in the year 1537, the 27th Henry VIII., a money composition was agreed upon between the parishioners

* Census of England and Wales, 1871 (38rd and 34th Vict. c 107). Index to the Population Tables, p. 644.

of Halifax and the prior and convent of Lewes on the following articles or tithes :—Wheat, rye, barley, oats, beans, pease, and hay.* This was a most unlucky time for the priory to change a corn rent for a fixed rent in money, for it was just at the period when gold and silver were sinking to something like the fourth part of their previous value, under the influence of immense importations of the precious metals from the newly-discovered mines of Mexico and Peru, and when every kind of grain and all other articles whatever was rising rapidly in comparison with their previous prices in gold and silver. The lessees from the prior and convent, who seem to have been members of the very ancient family of Waterhouse, were naturally dissatisfied with a bargain which must have reduced the value of their lease by at least two-thirds; but the parishioners stuck firmly to the terms of the agreement, and succeeded in establishing their legal right. This appears from the following document of the year 1572, 15th Elizabeth:—"On an inquiry before the earls of Sussex and Leicester, commissioners of the court of Star Chamber, to hear and determine the causes of controversy between certain persons, inhabitants of the parish of Halifax, plaintiffs, and the Waterhouses, the lessees of the prior and convent" (of Lewes), "defendants, it was ordered that all manner of persons, their heirs and assigns, that had any lands, &c., within the said vicarage of Halifax, should have, hold, and enjoy their tithes of corn and hay and other tithes whatsoever, without interruption of the said Waterhouses or their assigns, and pay yearly, during the interest of the said Waterhouses therein, such sum of money as is particularly expressed in the said composition." Four years later, in the year 1576, the 18th Elizabeth, an Act of Parliament was passed for establishing this composition, and so the rectorial or great tithes of the parish were commuted. Mr. Crabtree in his "History of Halifax," published in the year 1836, says: "Happily both for the church and the people in this parish, there are now neither great nor small tithes in the vicarage of Halifax; the former having been commuted in the reign of Queen Elizabeth,

* Composition made between Robert Crowham, prior of St. Pancrace, at Lewes, and the convent there, proprietors of the parish church of Halifax, &c., and Henry Savile, Knight, and many others therein named, landowners and inhabitants of the said parish, concerning the tithes of wheat, rye, barley, oats, beans, pease, and hay, by which it was arranged that they should pay to the said prior and convent yearly certain sums of money in the said composition mentioned, in lieu and full compensation of all tithes as above mentioned for ever. Watson's Halifax, p. 313.

and the latter in that of George IV., by an Act passed in the year 1829." That was entitled an Act for extinguishing tithes and payments, in lieu of tithes, mortuaries, and Easter offerings, and other vicarial dues and payments within the parish of Halifax, in the diocese of York, and for making compensation to the vicar in lieu thereof, and enabling him to grant certain leases of land belonging to the vicarage. By this Act it was provided that the vicar should receive a clear annual stipend of £1409 15s. 6d., free from all taxes, except the ancient annual payment of £4 13s. payable by the vicar to the King's (or Queen's) Most Excellent Majesty as rector of the parish.

The Free Grammar School of Halifax.—The free grammar school of Halifax at Skircoats, in this parish, was founded by Queen Elizabeth on the 15th February, 1585, at the "humble suit of the inhabitants of the parish and vicarage of Halifax." "Although Queen Elizabeth was the founder, and Gilbert, earl of Shrewsbury, and Edward Savile, son and heir of Sir John Savile, lord of Elland and Skircoat, gave betwixt them, by their grant dated at Wesminster the 15th February, the 37th Elizabeth, seven acres of land on which the school-house is built, and which are now improved (with the) appurtenances thereto belonging; notwithstanding all these grants and privileges, the school was endowed at the sole cost and charges of the town and parish of Halifax, they settling lands upon it of between forty and sixty pounds value for ever (at least three times as much in modern money), besides what incomes do accrue unto the master by foreigners (non-parishioners) who come thither to be instructed." The grammar school of Halifax has given the benefits of education to many excellent scholars, some of whom will be afterwards mentioned, besides maintaining the light of knowledge for nearly 300 years in a district which at the beginning of that period possessed few, if any, other sources of instruction.*

Charter of Incorporation for the Workhouse of Halifax in the Reign of Charles I. (1638-39).—The system of poor laws was established in this country in the reign of Queen Elizabeth, and many attempts were made at that time, and have been made since, to introduce indoor labour in large workhouses, though up to the present time with indifferent success. In the year 1638 a number of the leading inhabitants of Halifax obtained letters patent from

* Halifax, by William Bently, p. 10.

King Charles I., authorizing them to establish a public workhouse there for the employment of the destitute poor, and for the testing of the reality of alleged distress, by the application of what is now called the labour test. The charter in question was granted at the request of Nathaniel Waterhouse of Halifax, a man of great benevolence, and one of the earlier members of the family of the same name, which has held a distinguished position in Halifax and the neighbourhood for several hundred years, and is at present, (1874-75) represented by Lieutenant-colonel Waterhouse, M.P., one of the members for the borough of Pontefract. The preamble of this charter, which explains its object, was as follows:—"Charles, by the grace of God, King of England, Scotland, France, and Ireland, defender of the faith, &c., to all to whom these presents shall come, greeting. Whereas by the humble petition of our well-beloved and faithful subjects, the inhabitants of the town and parish of Halifax, in the county of York, we are given to understand that the said town of Halifax being anciently and yet a place of great clothing, most of the inhabitants within the same town and parish being clothiers, is now of late much impoverished and likely to be ruined, by reason of the great multitudes of poor people there daily increasing," (or rather, probably, the want of employment for them), "which has occasioned many able men within the said town and parish to remove from thence to other places, being oppressed with the heavy burden of the assessments towards the maintenance of the poor within the said parish, there being about forty pounds" (£40) "paid monthly" (£480 yearly) "to the poor there, and most years eighteen or nineteen months' assessments collected for one year" (or about £800 a year). "And for that Nathaniel Waterhouse, gentleman, one of the petitioners, hath given a large house within the said town, to the end that the same might be employed for a workhouse to set the poor within the said town and parish on work; yet in regard there are no justices of the peace within or near the said town to govern and well-order the said house, the poor people" (paupers) "in the said town and parish being most of them idle and disorderly, embezzling or spoiling the work brought, the said house is become of no use, but is likely to return to the donor, it being not employed according to his intent. Wherefore the inhabitants of the said town and parish have humbly besought us, that we would be graciously pleased to take the premises into our royal and gracious consideration, and to

grant unto the petitioners that the said house may, by our letters patent under the Great Seal of England, be made and established a workhouse for ever, for the setting of the poor within the said town and parish on work, by the name of the workhouse for the said poor within the said town and parish of Halifax; and likewise to grant unto the petitioners that thirteen of the most able and discreet persons within the said town and parish may be nominated or elected governors of the said house, by the name of the master and governors of the workhouse within the said town and parish; and that the said master and governors may be a body politic for ever; and that they, or the greater number of them, may have power to make bye-laws and constitutions for the well-ordering and governing the said workhouse, and may have power to search any suspected houses for idle vagabonds, ruffians, and sturdy beggars, and to place them in the said workhouse, there to be set to work, and to be corrected and punished according to the good and wholesome laws of this our realm of England." The names of the thirteen persons appointed by the letters patent to govern the workhouse were Nathaniel Waterhouse, prime governor, Anthony Foxcroft, gent., Robert Exley, Thomas Binns, John Power, Thomas Radcliffe, Richard Barraclough, Thomas Lister, Simon Binns, Hugh Curren, Samuel Clough, Samuel Mitchell, and John Wade. Mr. Watson observes that there is a remarkable chasm in the books of the workhouse from December, 1638, to October, 1682, though the letters patent continued in existence down to the year 1721, if not longer.*

The Great Civil War.—The arming of all Yorkshire to meet the threatened invasion by the army of the Scottish Presbyterians, quickly followed by the breaking out of the great civil war, which continued at intervals from 1639 to 1660, very sufficiently accounts not only for the "great chasm" in the books of the Halifax workhouse, but for a variety of other events of greater importance. For several years a desperate contest took the place of the peaceful pursuits of industry; and though there were considerable intervals of peace after the year 1644, there was no settled tranquillity until the restoration of Charles II. in the year 1660; if indeed there was any real peace until after the Revolution of 1688–89, which established a constitution satisfactory to all classes of Englishmen.

* Watson's Halifax, p. 609.

At the breaking out of the great civil war between the adherents of the king and those of the Parliament, as we are informed by Lord Clarendon in his famous history of these events, "Leeds, Halifax, and Bradford, three very populous and rich towns (which depending wholly upon clothiers, too much maligned the gentry) were wholly at the disposition of the Parliament," and took arms against the king. It would appear, however, from a statement of Mr. Watson, that the royalists of the district seized a strong position at Heptonstall, and for a while made a stand for King Charles. For some time, however, the parliamentary party had the ascendancy in this part of Yorkshire, under the able command of Sir Thomas Fairfax, of General Lambert, and of Captain Hodgson of Halifax, who, though originally what is now called a civilian, took arms at the beginning of the civil war, and proved himself to be a very able and resolute officer to its close. In the second year of the civil war the king's commander in Yorkshire, William Cavendish, marquis of Newcastle, having collected a royalist army of about 8000 men at York, marched into the West Riding and defeated Sir Thomas Fairfax and the parliamentary army in a general battle fought on Adwalton Moor, near Birstall. After that battle the marquis and the royalist army captured Leeds, Bradford, and Halifax; and pushing by the last-named place marched up the valley of the Calder, and made an attempt to enter Lancashire by crossing Blackstone Edge. There, however, the marquis' further advance was stopped by the parliamentary army of Lancashire, which had defeated James, earl of Derby, and at Blackstone Edge had the advantage of a strong line of works, the remains of which can still be traced, constructed by Colonel Rosworm, a German engineer who was then in the service of Parliament. In the advance of the royal army westward after the battle of Adwalton, it obtained possession of the town of Halifax after a sharp engagement fought on the neighbouring heights, at a place called Bloody Field on Overton Bank.* But after the marquis of Newcastle had failed to force his way

* "It appears from various authorities that Halifax was made use of as a garrison for the Parliament against King Charles I. Heptonstall appears to have been a garrison for the king, as Halifax was for the Parliament; this, considering their situations, would naturally bring on such struggles that one must fall at last a sacrifice to the other. And accordingly this appears to have been the case; for I was informed in the neighbourhood of Heptonstall, that the Roundheads and Cavaliers had fought thereabouts, and that great part of the town of Heptonstall was burnt." The account of the fortifying of Blackstone Edge by Lieut. Col. John Rosworm is given in Watson's Halifax, pp. 62-64.

into Lancashire, he withdrew his army and marched into Lincolnshire, where he encountered the army of the counties associated in favour of the parliamentary cause, under the command of Charles Montague, earl of Manchester, assisted by Oliver Cromwell as his general of horse, and by Sir Thomas Fairfax, who had crossed the Humber with his forces, and had effected a junction near Gainsborough with the army of the associated counties. After sustaining serious defeats from Cromwell and Fairfax at Gainsborough and Horncastle, the marquis of Newcastle was compelled to fall back into Yorkshire, where he continued to carry on the war with varying success until the middle of the year 1644, when in the month of July the whole of the royalist armies under the command of Prince Rupert (who had advanced out of Lancashire down Wharfedale to the neighbourhood of York), the marquis of Newcastle, and other royalist leaders, were totally defeated on Marston Moor, by Manchester, Cromwell, Fairfax, and the Scottish army under the command of the earl of Leven. After that great victory the parliamentary cause became completely preponderant in this part of Yorkshire, and continued so until the close of the civil war; the people of Halifax returning members to two of the parliaments summoned in Cromwell's time, and sending their trained bands to assist the Commonwealth in its battles. One of the best officers of the parliamentary party in this district was Captain Hodgson of Halifax, who left a written account of his adventures, which was republished by Sir Walter Scott in the year 1806, along with the memoirs of a distinguished Yorkshire royalist, Sir Henry Slingsby of Scriven, Bart. This memorial of Captain Hodgson has furnished valuable materials to Thomas Carlyle in his "Life and Letters of Oliver Cromwell," and also to Mr. Clement Markham in his recent "Life of Thomas, the Great Lord Fairfax." At the commencement of the civil war Captain Hodgson raised a body of volunteers in the parish of Halifax, which soon became a numerous and very good regiment. He was present with his regiment at the battle of Preston, between the Scotch Presbyterians under the duke of Hamilton and Oliver Cromwell in the year 1648, and in that great battle he received the personal commands of Oliver Cromwell to lead the attack of the forlorn hope, which commenced the battle. He and his regiment afterwards served with high reputation in the Scottish war, and distinguished themselves in the great battle of Dunbar.

Captain Hodgson thus describes the manner in which Cromwell forced him into battle at Preston, before he was at all ready:—"On that night, 16th August, 1648, we pitched our camp at Stanyer's Hall" (Stoneyhurst), "a Papist house, one Shervans" (Sherburne), "and the next morning a forlorn hope of horse and foot was drawn out. And at Langridge Chapel our horse came upon Sir Marmaduke" (Langdale, one of the king's best cavalry officers) "drawn up very formidably. One Major Pownel and myself commanded the forlorn" (hope) "of foot. And here being drawn up by the moorside, a mere scantling of us, as yet not half the number we should have been, the General" (Cromwell) "comes up to us, orders us to march. We, not having half our men come up, desired a little patience; he gives out the word 'march,' not having any patience at this moment." "And so," says Carlyle, "the battle of Preston, the first day of it, is begun. Poor Langdale did not know at first, and poor Hamilton did not know all day, that it was Cromwell who was now upon them. Sir Marmaduke complains bitterly that he was not supported, that they did not even send him powder, marched away the body of their force, as if this matter had been nothing, merely some flying party, Ashton and the Lancashire Presbyterians.*

At the end of the seventeenth century and the beginning of the eighteenth Ralph Thoresby, the Leeds antiquary, paid repeated visits to Halifax to visit Mr. Brearcliffe, the Halifax antiquary, and the Rev. Mr. Wilkinson, the vicar of Halifax, who was also a zealous antiquary. In 1673, February 6, he was at Halifax, and had the pleasant society of Mr. Brearcliffe, the ingenious antiquary, who kindly lent him his manuscript collection. In 1695, August 7, Mr. Thoresby writes:—"Rode through Wibsey by the Beacon, down the easiest, if any at all be so, of the steep banks by Ovenden to Halifax, yet had like to have been twice overturned." Again in the year 1702, August 29, he notes:—"Rode to Halifax; visited the Rev. Mr. Wilkinson at the vicarage. Went to see the church and new library, which he has exceedingly beautified." In the same year, May 7, Thoresby writes as follows:—"Rode with Mr. Peters to Northowram to the funeral of good old Mr. Oliver Heywood." In 1722 he mentions the great flood at Ripponden Chapel in the parish of Halifax, and the difficulty of travelling owing to the floods.†

* Thomas Carlyle's *Cromwell's Letters and Speeches*, vol. 1. p. 362.

† Thoresby's *Diary*.

Halifax at the Beginning of the Eighteenth Century.—From the close of the great civil war, in 1660, the progress of Halifax was very rapid in comparison with previous times, as we learn both from local writers and from distinguished travellers. One of the earliest local works respecting Halifax was published in the year 1708, in the reign of Queen Anne, under the name of “Hallifax and its Gibbet Law placed in a true Light.” This work bears the name of William Bently of Halifax; but the Rev. Mr. Watson states that it was really written by Samuel Midgley, an unfortunate man of letters, who was a prisoner for debt in York Castle in the year 1684, and was afterwards three times in Halifax jail for debt, where he wrote the above history, and where he died July 18, 1695. “His poverty,” we are told by Mr. Watson, “prevented him from printing the book, which he wrote for his own support; and he not only lost the benefit of his labours in his lifetime, but had another man’s name put to his work when he was dead. *Sic vos, non vobis*, &c. He practised physic, and was the son of William Midgley, who was buried at Luddenden August 21, 1695, aged eighty-one. His account of Halifax is not without merit, though rather quaint and antiquated:—“Hallifax,” for so he spells it, “is situated within the Forest of Hardwick in the West Riding of Yorkshire, upon a rising ground neither uneasy or troublesome to travellers, laborers, or carriages, whether on horseback or by carts and waggons” (in this opinion he differed from Thoresby and all other writers and travellers). “Skirted it is on the east part with a good and convenient rivolet or small brook, from whence the town gradually ascends, the soil whereof is acknowledged to be sandy, cold, and barren, but replenished with many wholesome and delightful springs; these, by the diligence and industry of the inhabitants, have not only made the ground fruitful, but also adorned the place with strong, beautiful, and well-built houses, and all other necessary accommodations thereunto belonging.”

After quoting Camden’s account of the site of Halifax in its original state, as “a place situate at the foot of a mighty and almost inaccessible rock, all overgrown with trees and thick underwoods, intermixed with great and bulky stones, standing very high above ground in a dark and solemn grove on the bank of a small murmuring rivolet,” the writer proceeds as follows:—“But were that worthy” (Camden) “now living, and with his curious

pen to design and make a description of the town of Hallifax, we should largely hear of the great benefits and advantages of those inaccessible rocks and mountains, which by cost and industry are now formed into easy and declining banks, out of whose pregnant bowels are produced not only good and excellent stones wherewith to build strong, stately, and beautiful houses, but also great plenty of coals wherewith to keep warm and healthful the several inhabitants, the more cheerfully to follow their several callings. From all which great advantages, so compact is now the town and so contrived by art, that from the hill which leads to and from Wakefield it represents the side of a cross, or rather two large beams laid cross one upon another, with the left arm rather declining, the whole consisting chiefly of four streets, in the midst whereof stands the market cross. Under the town thus described are annexed many well-walled regular closes, variably chequered with the different beauties of corn and grass, that from the aforesaid heights, perhaps, the most experienced and observing traveller hath not beheld a more delightful and curious landscape, when such prospects are viewed in their proper season. The air is fresh and sharp, but good and wholesome, not subject to any epidemical diseases to corrupt its salubrity; a true specimen (evidence) whereof may be received from the clear and sound complexion of the natives, together with their compact and well-built bodies. Their tempers and dispositions is (*sic*) debonnair and ingenious, generally inclined to good manners and hospitality, giving civil and respectful reception not only to strangers, but unto all others with whom they have occasion to converse." With regard to the trade of Halifax at that time, this author says that it "hath a principal relation to the woollen manufacture, consisting in making, buying, and selling of cloth. To that purpose, and for the greater convenience in managing and promoting this their trade, the lord of the manor" (Viscount Irwin, who also assisted in the building of the first cloth hall erected at Leeds, near which place he had large estates) "hath, towards the upper end of the town" (of Halifax) "erected a large and spacious hall where the weavers and the buyers of cloth do weekly meet, namely, every Saturday morning. And at this hall-market such great quantities of undressed cloth is weekly sold that the lord's collector" (who has reserved to himself a penny sterling for every piece so sold, as a quit-rent) "doth one week with another receive the sum of 30s. in those pennies, and

sometimes it will advance to 40s." (on 480 pieces sold) "when trade is open and free. Besides this hall where undressed cloth is sold, there is every Saturday morning, at the times above prefixed, great quantities of coloured cloth sold in the butchers' shambles, orderly placed on their stalls, and sold before any other markets do begin. Likewise on the Saturday morning merchants from Leeds or their factors do buy great quantities of white dressed kersies, which they transport to Hambro' and Holland. Furthermore, for the more effectual providing of the cloth trade, there are in this town three market days, chiefly for corn and wool (that is to say, Tuesdays, Thursdays, and Saturdays, where tradesmen may be plentifully furnished, both to manage their callings and to make provision for their families), at which times very great returns are made, which may sufficiently discover the vastness of the cloth trade, which hath here been managed, and is still carried on, through the blessing of God upon men's honest endeavours.

"Nothing more," our author says, "remains worthy of the reader's consideration, but to close this chapter with a short description of the benefit which accrues to the town by the small river which skirts it at the east end. This river hath its current from two small rivolets, which unite at a place called Lee-Brigg, about a quarter of a mile from the town, and run in a semicircle stream from that place to the river Calder, which may contain in length not above four miles. During which space there is erected for the use and service of the town, in the carrying on of their trade, twenty-four milns" (mills) "all of them constantly carried about by the strength of the stream. Namely, eleven milns for the grinding of all sorts of corn, which discovers to us the multitude of the inhabitants; eight fulling milns to prepare raw cloth for the dressers; two woollen milns for grinding all sorts of wood that is used by dyers, whose trade it is to dye both wool and cloth, and a great trade this is, by which many have gotten, and do still get, very considerable estates; one paper miln, chiefly employed in making such paper as is proper and useful to cloth-workers; one shear-grinder's forge, managed by an accomplished workman, for making and grinding of shears for the use of the cloth-dressers; one miln for the friezing of cloth, which is so well performed that few come nigh it for fineness and firmness of work. Besides these milns there are in this town two good tan-

yards, to furnish the inhabitants with leather of all sorts for making shoes and boots."

Daniel Defoe's Account of the Markets and Trade of Halifax.—About twenty years after the date of the above account of Halifax, and in the year 1727, that town was visited more than once and described with great spirit by one of the best authors who ever wrote the English language—namely, by Daniel Defoe, the well-known author of "Robinson Crusoe" and of numerous other works, both historical and imaginative. He seems to have taken great delight in the industry and intelligence which he found to be so extensively diffused even at that time in every part of the West Riding, and more especially in the town of Halifax and amongst the wild but populous hills and valleys around that town. He mentions the fact of his having made repeated visits to this part of Yorkshire, and from the fullness and clearness of his account of the district some of those visits must have been of considerable duration. It has even been stated that he wrote one or two of his works at Halifax, and there was at one time a belief that he was a native of that town. But neither of these statements is confirmed by recent inquiries, although it is clear that he was well acquainted both with the town and neighbourhood. After mentioning Camden's account of the populousness and industry of Halifax even in the reign of Queen Elizabeth, when it was supposed by that writer that there were about 12,000 inhabitants in the parish, Defoe says: "If the town and parish were so populous at that time, how much must they be increased since, and especially since the late Revolution" (1688-89), "the trade having been prodigiously encouraged and increased by the great demand for their kersies for clothing the armies abroad; insomuch that it is the opinion of some that know the town and its boundaries very well, that the number of people in the vicarage of Halifax is increased one-fourth at least within the last forty years. Nor is that improbable at all; for besides the number of houses which are increased, they have entered upon a new manufacture which was never made in these parts before, at least not in any quantities, I mean the manufacture of shalloons, of which they now make, if fame does not belie them, a hundred thousand pieces a year in this parish only, and yet they do not make much fewer kersies than they did before. The trade in kersies is so great, that I was told by very creditable honest men when I was there—men not given to gasconading or boasting, and

still less to lying—that there was one dealer in the vicarage who traded by commission for threescore thousand pounds a year” (£60,000) “in kersies only, and all that to Holland and Hambro’. But not to enter into particulars, it is evident that the trade must be exceedingly great, in that it employs such a very great number of people, and that in this one town only. The town of Leeds challenges a pre-eminence, and I believe merits the dignity it claims, besides the towns of Bradford, Wakefield, and others.” Defoe was particularly struck with the multitudes of people who crowded into the town of Halifax on the three market days, and more especially on Saturday, which was called the Great Market. He also shows, in his own clear and striking manner, how closely the prosperity of extensive districts of the kingdom was mixed up with and dependent upon the industry and activity of Halifax, and of other great seats of manufacturing industry. On this subject he says:—“Their corn comes up in great quantities out of Lincoln, Nottingham, and the East Riding; their black cattle and horses from the North Riding; their sheep and mutton from the adjoining counties every way; their butter from the East and North Riding; their cheese out of Cheshire and Warwickshire; more black cattle also from Lancashire; and here the breeders, the feeders, the farmers, and country-people find money flowing in plenty from manufactures and commerce: so that at Halifax, Leeds, and the other great manufacturing towns so often mentioned, and adjacent to these, for the two months of September and October a prodigious quantity of black cattle is sold. This demand for beef is occasioned thus: the usage of the people is to buy in that season beef sufficient for the whole year, which they kill and salt and hang up in the smoke to dry. This way of curing their beef keeps it all the winter, and they eat their smoked beef as a very great rarity. Upon this it is ordinary for a clothier that has a large family to come to Halifax on a market day, and buy two or three large bullocks from £8 to £10 a piece; these he carries home and kills for his store, and this is the reason that the markets at all those times of the year are thronged with black cattle, as Smithfield is on a Friday” (then the market day for cattle in London), “whereas all the rest of the year there is little extraordinary sold there. Thus this one trading, manufacturing part of the country supports all the countries round it, and numbers of people settle here as bees about a hive.”

Improvement of the River Calder, and Introduction of Water-carriage at Halifax.—Until past the middle of the eighteenth century Halifax, though, as we have seen, a flourishing manufacturing town, was greatly impeded in its progress by the want of water-carriage, which was at that time the only cheap mode of transport for goods and merchandise. The trading capabilities of English towns were at that time in a great degree dependent on their nearness to or their distance from a navigable river, for the roads were in general bad, and neither canals nor still less railways existed. At that time Halifax was worse situated in that respect than any other manufacturing town of the West Riding. As early as the year 1701 cheap water-carriage was established at Leeds and Wakefield, by the improvement and deepening of the rivers Aire and Calder from the navigable streams of the Ouse and the Humber up to those towns; and by the same process Bradford, and even Huddersfield, though much higher up the valleys of the Calder and the Aire, were brought within ten or twelve miles of the water-carriage of Leeds and Wakefield. But Halifax was still more than twenty miles distant from the navigable part of those two rivers, besides being rendered very difficult of approach by lofty hills both on the east and the west. Although abundantly supplied with water for manufacturing purposes from numerous small streams, and possessing a fine river upwards of fifty miles in length in the Calder, neither that river nor any of the other smaller ones were navigable, owing to the rapid fall of their beds. They were all mountain streams, rising at a height of 1000 to 1200 feet above the level of the sea, descending with a rapid and winding course, and rushing down in immense floods in the rainy season, whilst they were almost dry during the heats of summer. The rise of the Calder, between the navigable part of the stream at Wakefield and the point at which the river passed nearest to Halifax, was 192 feet, in a distance of twenty-two miles; and there was still a height of nearly 100 feet to be overcome, between the junction of the Salterhebble brook with the Calder and the centre of the town of Halifax. Previous to the discovery and establishment of the modern system of locks on navigable rivers and canals, by the inventive genius of the great engineer, James Brindley, which may be dated about the year 1759–60, such a difference of levels in a flowing stream as that which existed between Halifax and Wakefield was unconquerable by any means

then known to the skill of engineers. When first commenced under the Act of 1757, the work was found to be impracticable, though conducted by John Smeaton, the great Yorkshire engineer, who may be regarded as the second civil engineer of the eighteenth century. For many years the difficulties were too great to be overcome, and it is doubtful whether the undertaking could have been completed without the assistance of Brindley, the engineer of the Bridgewater Canal, who may justly be regarded as the greatest engineer of that age, so far as relates to river and canal navigation. The improvement of the Calder may be regarded as their joint work, and it was not completed until near the end of the eighteenth century. "The extension of the improved navigation of the river Calder," says Mr. Crabtree in his valuable "History of Halifax," published in 1836, "was first projected with the sole object of giving facility of intercourse with the populous manufacturing districts westward of the town of Wakefield; but it has subsequently, by its connection with the Rochdale and Huddersfield canals, become a very important part of the line of inland navigation between the ports of Liverpool, Goole, and Hull, thus connecting the German Ocean and the Irish Sea. This spirited and important undertaking," adds Mr. Crabtree, "may be looked upon as one of the greatest improvements that could possibly be effected in this part of the country; and at the period of its formation its benefits must have been incalculable, nor are they less so at the present day (1836). We have only to imagine the state of the roads between the large manufacturing towns of which Halifax was the centre, when, as we are informed, the carriage of raw wool and manufactured goods was performed on the backs of single horses (pack-horses) at a disadvantage of nearly 200 to 1 compared to carriage by water." Even in a tolerably level country, in which broad-wheeled waggons could be employed, it was considered that water-carriage was cheaper than land carriage in the conveyance of heavy goods in the proportion of at least 20 to 1, but still more so in hilly or mountainous countries. Halifax, which stands several hundred feet above the level of the sea, was the highest of the great towns of England that was reached by river or canal navigation, as it is now one of the highest towns of the first class in trade and population that has been rendered accessible by the railway system. The difficulty of establishing water-carriage from Halifax to the western seas at Liverpool, was even greater than

that of opening communication with the German Ocean at Hull. Westward there was no navigable river nearer than Manchester, and everything had to be done by means of canals. The main line of canal from Halifax westward commenced at Sowerby Bridge, near to the town of Halifax, and was carried by a succession of locks and cuttings through or over the mountains forming the Backbone of England. The rise from the point of commencement to the top of the summit level is 278 feet, and thence the fall is 438 feet to the level of the Irwell, the great tributary of the Mersey at Manchester. The Halifax and Salterhebble Canal from the Calder up to the town of Halifax, though only two or three miles in length, had a rise of nearly 100 feet between the river and the town; and so great were the difficulties that it was not finally completed until the year 1829, the very year in which that new and wonderful means of communication, the railway, was established between Liverpool and Manchester, forming the first portion of another and far swifter mode of communication, soon extending from the Atlantic, through the town of Halifax, to the German Ocean.

Halifax a Hundred Years Ago.—It is just a hundred years since the Rev. John Watson wrote his "History of the Town and Parish of Halifax," which was published in the year 1775. At that time the population of the town was not much more than 8000 persons—about an eighth part of the inhabitants of the borough as ascertained at the census of 1871. In tracing the rise of the population, he speaks of Halifax as being already one of the most considerable towns of the West Riding of Yorkshire. He repeats that in the year 1443 there were not more than thirteen families, or about sixty persons resident here; that in 123 years from that time the number had increased to 520 in the year 1560; and that in 200 years more, in the year 1764, the number of families had increased to 1272, or to about 6000 persons. This rate of increase continued to at least the year 1775, when Mr. Watson's History was published, and at that time the population of the town may probably have amounted to from 7000 to 8000 persons, and that of the parish to little less than 50,000. Mr. Watson states that he had in his possession a plan of the town and precincts of Halifax, which he copied from an old one drawn by Mr. Brearcliffe, one of the earliest antiquaries of Halifax, who was living at the beginning of the eighteenth century. The

places of note marked in that plan were the Church, Bayley Hall, Moulter Hall, Crosshill, Norbrigg, Stannery, and the Gibbet. There was at that time no vicarage house, and scarcely any houses near the church. The greatest number of buildings were towards the top of the town as it existed in the year 1775; "but," says Mr. Watson, "there seems not to have been a regular street in the whole place." At the time when Mr. Watson wrote there were altogether forty-seven streets, lanes, or places of sufficient consequence to be named in the plan which he gave in his work of 1775. "The places of note in Halifax" of which he gives a rather more detailed description "are, amongst others, Bull-green, where in former times was carried on the diversion of bull-baiting, an exercise which our forefathers were so fond of that one may hear or see of some remain of this kind in almost every town." Clark-bridge he supposes "to have been first built by the clergy, or clerks, for the conveniency of passing from the church, either to their habitations or to some place set apart for religious exercises; the latter is more probable, as there was a spring of water in the opposite bank called the Holy Well. It is not many years," adds Mr. Watson, "since some workmen informed me that they had found a stone trough there, which they imagined might have belonged to the holy well. Cripplegate," Mr. Watson thought, "might take its name from the lame going this way to be cured at the supposed holy place." "The jayl for debtors," kept by the lord's bailiff, the antiquity of which does not appear from records; "but doubtless," Mr. Watson says, "it existed in the times of the earls of Warren and Surrey, not to confine debtors only, but such felons as were taken within the liberties of the Forest of Hardwick, and were there triable by the custom of the said forest." The "market-place," properly so called, "though the town," Mr. Watson says, "never had a charter for the holding of a market, for this may be held by prescription, and length of time will make this as good a title as any charter can give. Here is a cross of some antiquity, though not curious; a pillory and stocks close by to it; and a little higher in the street, at what is called the corn-market end, a square remain, in the centre of which was once fixed a Maypole. Ratton-row," Mr. Watson states, "is the name of some ground adjoined to the churchyard on the north side of the church, where the fair was kept. In early times these fairs were held in churchyards, as appears from Archbishop

Stafford's order forbidding the holding of fairs and markets in churchyards throughout his province in the year 1444, as they had been before, 13th Edward I., by the statute of Winchester. As the church of Halifax is dedicated to St. John the Baptist, we may suppose the feasts of dedication were kept originally on that day, and more especially as the great yearly fair at Halifax is still held on that saint's day, unless it happens on a Sunday." Mr. Watson informs us that there were about one hundred water-mills in the parish of Halifax; for the steam-engine, though invented, had not yet made its way into a district in which water-power was so abundant. He gives the names and situations of upwards of ninety mills, and adds that in addition there were "a great number of raising-mills or gig-mills." The names and positions of the mills on Halifax brook, were as follows:—Mixenden corn mill and fulling mill, Farrer fulling mill, Wheatly corn mill, Crowther fulling mill, Lee Bridge shear-grinder's mill, paper mill near Halifax, Halifax corn mill, Halifax friezing mill, little mill for corn, Lilly fulling and friezing mills, new friezing mill, Bowyes friezing mill, Farrer corn mill, Roger fulling mill, Bank-house rasp mill; on a brook between Ovenden and Northowram Bottom, Ford corn mill, Old-lane corn mill, Old-lane fulling mill; on the Redbeck, Shibden corn mill, Salterly fulling mill, Brookfoot corn mill, and on a small brook in Hipperholme, Coley corn mill.

The Parish Church of Halifax a Hundred Years since.—"The present fabric of Halifax church," says Mr. Watson in his "History of Halifax," published in the year 1775, p. 359, "is a large Gothic structure, dedicated to St. John Baptist. It stands at the east end of the town, and has a good appearance, excelling in several respects most parochial churches of this kind. It is 64 yards long, including the belfry, which is 6 yards square. It is more than 20 yards broad within. The choir or chancel is above 20 yards from north to south, and 17 yards from east to west. Under the chancel are large rooms upon a level with the lower part of the churchyard, in one of which is a library of books. The age of the present building cannot be determined; it seems to have been re-edified at different times, as part of the north side looks older than the rest, and is worse built. It has undergone very considerable alterations, as is evident from the broken arches between the body of the church and the chancel. This last seems

to have been added to the other. The body of the old church (or so much of it as remains) is 66 feet long.

"There are two chapels within this church, one on the north side and the other on the south. That on the north is called Rokeby's chapel, and was erected under the will of Dr. William Rokeby, some time vicar of Halifax, and who died archbishop of Dublin in the year 1521. The chapel on the south side, more than $16\frac{1}{2}$ yards long and about $5\frac{1}{4}$ yards broad, contains a monument from which it appears that it was erected by Robert Holdsworth, LL.D., the twelfth vicar, who built it at his own proper charge in 1554. The tower or steeple is well proportioned, and is 39 yards from the ground to the top of the pinnacles. It was commenced about the year 1450, and was finished in 1470; the great contributors to which, as Mr. Wright states in his 'History of Halifax,' p. 31, were the Lacys and the Saviles. It contains eight musical bells, the first of which was cast in the year of the Restoration."*

The Piece Hall at Halifax.—We have already mentioned that the original piece hall at Halifax was erected by one of the lords of the manor, Viscount Irwin, about the year 1708, which is two years before the first cloth hall at Leeds was built, and a few years after the cloth hall at Wakefield was erected. But at the close of the first American war, when trade again began to advance rapidly, the old piece hall of Halifax became insufficient for the wants of the town, and about the year 1780-5 a much larger and handsomer piece hall was erected. It was built of free-stone, stood in the lower part of the town, and was erected at a cost of £12,000. This hall was a large quadrangle, occupying the space of 10,000 square yards. It had a rustic basement story, and above that two other stories fronted with colonnades, within which were spacious walks leading to arched rooms, where the goods of the respective manufacturers in the unfinished state were deposited, and exhibited for sale to the merchants every Saturday, from ten to twelve o'clock; this building, called the Piece Hall, was considered to unite elegance, convenience, and security. It contained 315 separate rooms, and had the merit of being proof both against fire and thieves. The principal merchants and manufacturers in the town and neighbourhood formed a committee for the management of the Piece Hall, and manufacturers from all parts of the neighbourhood

* Watson's Halifax, p. 359.

attended there to sell their goods. About the beginning of the nineteenth century the steam-engine, and a great variety of new and improved machines for spinning and weaving cloth, began to be introduced in this part of the country. From the abundance of water-power, the introduction of steam was less rapid here than in some other places. But fortunately for Halifax it possessed abundant supplies of coal as well as of water, and gradually the steam-engine established itself here as the rival, the ally, or the successor of the water-mill. The check given to the industry of Halifax by the change in the motive power soon passed away, and in the year 1821 the population of the town, including those parts of it which extend into the townships of Northowram and Southowram, had risen to 14,064 persons, of whom 12,628 were in the township of Halifax. At that time, 1821, the population of the parish of Halifax amounted to 93,050 persons, having considerably more than doubled itself during the sixty years which elapsed between the commencement of the reign of King George III., 1760, when it amounted in round numbers to 40,000 persons.

The following may be regarded as a good summary of the position of Halifax fifty years ago. It is from the pen of the first Edward Baines, with whom the writer of this work, himself then a boy, frequently visited Halifax. "Turning from these ancient usages, on which for their singularity we have been induced to bestow more than common attention, we come to the history of modern Halifax. And here the manufactures of the town and neighbourhood first claim attention. This parish is admirably adapted, by its situation and local advantages, for the purposes of manufacture and commerce. The Calder passes within a mile and a half of the town, the nearest point being at Salterhebble, from whence merchandise is forwarded to Hull and London. To the west there is another wharf at Sowerby Bridge, about two miles from the town, where goods are sent to Rochdale, Manchester, and Liverpool, by the Rochdale and the Duke of Bridgewater's Canal. Although Halifax has been noted for several centuries for the manufacture of woollen goods, it was not till the time of Henry VII. that it obtained any considerable importance. In the beginning of the eighteenth century the manufacture of woollen stuffs was introduced: and shalloons, tammies, duroys, everlastings, calimancoes, moreens, shags, serges, baize, &c., have

since been made in great perfection. The shalloons are woven expressly for the Turkey market, and after being dyed a scarlet colour are sent by the merchants to the Levant, where they are chiefly used for turbans. Formerly the greater part of these goods passed through the hands of the London merchants, but they are now (1823-25) principally exported by the merchants of Halifax and Leeds. The cotton trade has extended into this neighbourhood, where it has taken considerable root; and the cards used in the early operations of the manufacture, both of wool and cotton, are made here in great perfection and to a considerable extent."^{*}

The following are a few other particulars with regard to Halifax as it was fifty years ago:—"The baths at Halifax, it is stated, which are situated at the lower part of the town, in a delightful valley to the left of the road leading to Huddersfield, afford a very salubrious accommodation both to the inhabitants and to strangers; they are amply supplied with fine spring water rising in the premises, and comprehend in their suite cold, warm, and swimming baths. The places of amusement are the theatre at Ward's End, and the Assembly Rooms adjoining the Talbot Inn. The police office is in Copper Street; the constables for the present year are George Pollard, Esq., and Samuel Farrer, Esq.; deputy constable, Mr. John Brierley. The magisterial duties of the district are performed by John Dearden, Thomas Horton, Michael Stocks, and William Barstow, Esqs., and attendance is given every Saturday at the magistrates' office, Ward's End, for that purpose. The management of the water-works, and the repair and lighting the public streets, are vested by Act of Parliament in certain trustees, who are empowered to assess the inhabitants for the same. The town is amply supplied with good water, principally from two springs rising near Pellon, about a mile north-west of the town. Mr. Michael Garlick is clerk to the trustees, to which gentleman the editor of this work is mainly indebted for the accuracy and extent of his topographical information relating to the modern state of Halifax."[†]

At this time the communication of Halifax with other parts of England was kept up by seven coaches running to Leeds, York, Bradford, Sheffield, Wakefield, Liverpool, Rochdale, and Manchester; by twelve carriers by water from Salterhebble and Sowerby

^{*} History, &c., of County of York, by Edward Baines, 1823, vol. i. p. 186.

[†] Ibid. p. 187.

Bridge; by fifteen carriers by land; and by nine country carriers. The coaches were well served, and the ride up the valley of Todmorden was justly considered one of the pleasantest rides in Yorkshire.

Halifax Represented in Parliament.—In the year 1832 Halifax became a parliamentary borough, and from that time to the present it has been represented by two members in the great council of the nation. We subjoin a list of the representatives of Halifax from the year 1832, when the borough was enfranchised under Earl Grey's Reform Bill, to the year 1874, when the last general election took place. It will be seen that amongst the members selected by the burgesses of Halifax to represent them in Parliament have been several statesmen, who have taken a leading part in public affairs, along with others distinguished by their local position and the confidence and respect of their fellow-townsmen. The names of the members returned under the present constitution of Parliament, between the years 1832 and 1874, were as follows:—

December, 1832,	3 William IV.	{ The Right Hon. Charles Wood (now Viscount Halifax), Rawdon Briggs, Esq.
February, 1834,	4 William IV.	{ The Right Hon. Charles Wood; The Hon. John S. Wortley, afterwards Lord Wharncliffe.
January, 1835,	5 William IV.	
July, 1837,	1 Victoria.	{ The Right Hon. Charles Wood, Bart.; Edward Pro- theroe, Esq.
July, 1841,	4 Victoria.	
July, 1847,	10 Victoria.	{ The Right Hon. Sir Charles Wood, Bart.; Captain Edwards (now Sir Henry Edwards, Bart.)
July, 1852,	15 Victoria.	
March, 1857,	20 Victoria.	{ The Right Hon. Sir Charles Wood, Bart.; Frank Crossley, Esq. (afterwards Sir Francis Crossley, Bart.)
April, 1859,	22 Victoria.	{ The Right Hon. Sir Charles Wood, Bart.; The Right Hon. Jas. Stansfeld.
July, 1865,	28 Victoria.	The Right Hon. Jas. Stansfeld; Edward Akroyd, Esq.
November, 1868,	31 Victoria.	The Right Hon. Jas. Stansfeld; Edward Akroyd, Esq.
February, 1874,	37 Victoria.	The Right Hon. Jas. Stansfeld; John Crossley, Esq.

Halifax made a Municipal Borough.—In 1848 Halifax was incorporated as a municipal borough, governed by a mayor, aldermen, and common council, elected by the burgesses, under a royal charter granted by Queen Victoria in that year. In ancient times, as we have already seen, Halifax was governed by a bailiff, who was no doubt appointed by the lord of the manor, and who exercised much greater powers than any municipal officer of modern

times, having had the right of inflicting the punishment of death by beheading, on all criminals convicted of theft within the Forest of Hardwick, of which the town of Halifax was the chief place. But these extraordinary powers ceased to exist in the year 1650, and from that time to the date of the granting of the municipal charter, in 1848, Halifax was governed by constables, and by the magistrates resident in the town and neighbourhood. From the time of the granting of the municipal charter to the present day the following gentlemen have held the office of mayor of Halifax:—

LIST OF MAYORS OF HALIFAX FROM THE YEAR 1848 TO THE YEAR 1874.

John Baldwin, Esq.,	1848	John Crossley, Esq.,	1861-62
" " " "	1848-49	" " " "	1862-63
John Crossley, Esq.,	1849-50	W. J. Holdsworth, Esq.,	1863-64
" " " "	1850-51	" " " "	1864-65
Samuel Waterhouse, Esq.,	1851-52	William Wightman, Esq., M.D.,	1865-66
" " " "	1852-53	Thomas Shaw, Esq.,	1866-67
Joshua Appleyard, Esq.,	1853-54	" " " "	1867-68
" " " "	1854-55	John Dyson Hutchinson, Esq.,	1868-69
" " " "	1855-56	H. C. M'Crea, Esq.,	1869-70
John Whitworth, Esq.,	1856-57	" " " "	1870-71
Thomas Selby Walsh, Esq.,	1857-58	John Dyson Hutchinson, Esq.,	1871-72
" " " "	1858-59	Thomas Wayman, Esq.,	1872-73
" " " "	1859-60	" " " "	1873-74
Daniel Ramsden, Esq.,	1860-61		

Improvement and other Acts relating to Halifax.—A list of the local Acts of Parliament relating to any particular town, shows very clearly the point of time at which various objects of public interest, that can only be accomplished by a co-operation of the whole community, had become of so much importance as to be thought worthy of the trouble and expense of an application to Parliament. The following are some of the principal local Acts relating to Halifax passed since the town was raised to the position of a municipal borough in the year 1848:—

1853.—16th and 17th Victoria, c. 167—"Act for the Improvement of the Borough of Halifax and for other purposes, entitled 'The Halifax Improvement Act.'"

1855.—18th and 19th Victoria, c. 144—"Act to enable the Halifax Gas-light and Coke Company to transfer their undertaking and powers to the Halifax Local Board of Health, and for other purposes."

1858.—21st and 22nd Victoria c. 91—"Act for confirming the Gift by Francis Crossley, Esq.," (afterwards Sir Francis Crossley, Bart., M.P.) "of a Public Park to the Borough of Halifax, and for authorizing the Mayor, Aldermen, and Burgesses of the borough to maintain and regulate the Park, and to provide, maintain, and regulate Public Baths in the Park, and for making a Cemetery."

1862.—25th Victoria, c. 41—"Act for the further Improvement of the Borough of Halifax, and for other purposes."

1865.—28th and 29th Victoria, c. 140—"Act for the Extension of the Boundaries of the Municipal Borough and District of Halifax, and otherwise improving the said Borough."

1868.—31st and 32nd Victoria, c. 127—"Act to enable the Mayor, Aldermen, and Burgesses of the Borough of Halifax to construct new Works in extension of their Water-works; to extend their limits of Supply; to acquire the Manufacturers' Hall; to improve the Borough of Halifax, and for other purposes."

1870.—33rd and 34th Victoria, c. 95—"Act for amending and extending the Acts relating to the Supply of Water and Gas in the Borough of Halifax and its neighbourhood, and to the Improvement of that Borough, and for other purposes."

It will be seen that the above list includes the chief objects which an enlightened municipal government considers to be its duty to furnish, in the present age, to meet the wants of a great and flourishing community. Things are certainly changed from the time (1823) when a couple of wells at Pellon "amply supplied the wants of Halifax with excellent water." In that year the gas-works were only just commenced, which now extend not only over the town, but far into the country. Many other objects, some connected with the wants of the population, others with their tastes, their health, and their enjoyments, will be found mentioned in the above list of objects effected by the burgesses in their municipal capacity. In addition to municipal works Halifax has become rich, during the last thirty or forty years, in handsome public buildings, many of them originating in the good taste and the benevolence of individuals, and others produced by the united efforts of companies and associations formed for purposes of public utility.

The Town Hall of Halifax.—This handsome building was erected and finally completed in the year 1863, at a cost of upwards of £60,000. The corner stone of the Victoria Tower, the most commanding part of the building, was laid on the 2nd of October, 1861, by Daniel Ramsden, Esq. of Kingston, who was the seventh mayor of the borough of Halifax. The Town Hall was opened by His Royal Highness the Prince of Wales, in August, 1863. It stands in Crossley Street, opposite the end of Princess Street. It was built on the plans of the late Sir Charles Barry, R.A., and unites the beauties of the Gothic and the Italian styles of architecture. The basement covers a parallelogram of 95 feet wide and 148 feet deep. The principal entrance is beneath a handsome porch. The tower rises by four stages, in the front of which is placed the clock, and it is surmounted by a spire, springing to a height of more than 160 feet. The interior of the building

is well arranged, and richly furnished and decorated. The large central hall, measuring 50 feet by 40 feet, rises to the whole height of the building. It has a finely inlaid pavement, and is surrounded by a gallery giving access to the offices of the town clerk, the borough engineer and surveyor, the mayor's parlour, council chamber, committee and reception rooms. Doors open on the basement into committee rooms, rooms for magistrates and clerks, and offices for the borough accountant.

Visit of H.R.H. the Prince of Wales to Halifax.—The new Town Hall of Halifax was opened by the Prince of Wales on the 4th August, 1863, an event which enabled the whole of the inhabitants of Halifax and neighbourhood to express their warm attachment to the prince, to her Majesty the queen, and to H.R.H. the Prince Consort, who had then been recently cut off by death in the midst of a career of the highest usefulness. The royal party arrived at Manor Heath, Skircoat, Halifax, the residence of the mayor (the late John Crossley, Esq.), on the afternoon of the 3rd August, and after lunching there proceeded to visit some of those extensive manufactories for which the town is distinguished. Amongst the works visited by the royal party were the great carpet works of Messrs. John Crossley & Sons, at Dean Clough; the extensive worsted manufactory of Messrs. James Akroyd & Son, at Haley Hill; and the card-making works of Messrs. John Whitley & Sons, Brunswick Mills, West Bank—selected as presenting some of the finest specimens of the great branches of industry which have raised Halifax to its present high position. A select party was entertained by the mayor and mayoress the same evening at a banquet at Manor Heath, including the bishop of Ripon, Earl Fitzwilliam, the present marquis and marchioness of Ripon, Earl Mount Edgcombe, the Right Hon. Sir Charles Wood, Bart., M.P. (now Viscount Halifax), Sir Francis Crossley, Bart., and Lady Crossley, Sir John W. Ramsden, Bart., Colonel Edwards, M.P. (now Sir Henry Edwards, Bart.), the Right Hon. James Stansfeld, M.P., Colonel Akroyd, M.P., Captain Firth, Mr. L. J. Crossley, Miss Crossley, and other members of the most distinguished families in the town and neighbourhood. On the morning of the 4th H.R.H. the Prince of Wales went in procession to the new Town Hall, accompanied by the mayor, the members of the corporation, the magistrates of the district, the members for the West Riding and the borough of Halifax, his honour Mr. Stansfeld (the judge

of the county court), the lord bishop of Ripon, the vicar of Halifax (the Venerable Archdeacon Musgrave, D.D.), and many others. The interior of the hall presented a very striking sight, there being present, in addition to several thousands of the inhabitants, no less than 16,000 Sunday scholars and teachers, with a fine band consisting of 300 instrumental and 200 vocal performers.

His worship the mayor presented an address to his royal highness in his own name and that of the aldermen and burgesses, in which they all expressed their high gratification at the honour of being the first provincial municipality on which his royal highness had conferred the distinguished favour of a special visit. They further stated that "the consideration which the town and borough of Halifax enjoyed, alike from its antiquity, from the fact that it was the commercial centre of an important manufacturing district, and from other causes, would henceforth be greatly enhanced by the distinction which it received that day, in the dedication to the public service by H.R.H. the Prince of Wales of the edifice in which they were assembled. Through the development of its trade the town of Halifax had for several years enjoyed much prosperity, and the erection of a town hall had become a pressing necessity. This building was the last design of that eminent architect, the late Sir Charles Barry, of whose genius and skill they trusted that it would long remain an admired and useful monument."

His royal highness, after receiving the address from the mayor, read in reply one of those brief answers, full of intelligence and of sympathy with all the best interests of the nation, which his father, the prince consort, introduced in this country, and which have been so well sustained by the Prince of Wales and the other members of the royal family. The address of the prince was as follows:—"Mr. Mayor and gentlemen, I return you my cordial thanks for your address, and for the terms in which you have alluded to the part I am proud to take in the ceremony of inaugurating your Town Hall, in which I see so much to admire in regard to the design and execution. Indeed, the general prosperity of your town, and the industry which, aided by the most ingenious machinery, has so long distinguished its inhabitants, and which I witnessed yesterday developed to its full extent, cannot fail to strike every visitor with wonder and admiration. I have also to thank you for the earnest wishes you have expressed for my happiness and that of the princess.

Conscious of the duties which you so impressively remind me of, I feel that I cannot better perform them than by following the bright example of the queen and that of my beloved father." The prince then said, "I declare this hall to be now open;" and afterwards proceeding to a balcony erected outside the hall, at the base of Victoria Tower and facing Princess Street, his royal highness repeated, in the presence of thousands assembled in the streets and upon extensive platforms:—"I declare the Town Hall of Halifax now opened." His royal highness took his departure from Halifax between three and four o'clock. From this time the progress of Halifax, not only in industry, but in the magnificence and beauty of its buildings, and the nobleness of its foundations for objects of benevolence and for institutions calculated to increase the health and the pleasures of all classes of the inhabitants, has been rapid beyond all preceding times.

The Halifax Water-works in the Luddenden Valley.—In the year 1864 the first sod was cut of the Halifax water-works, for drawing a supply of pure water from the Luddenden valley. Under the powers of this Act a vast reservoir was formed upon Warley Moor, at Fly, to collect the surplus water off the high moorlands, and to use it as compensation water to the mill-owners. The spring water was to be collected at lower levels on the hill-sides, and impounded in separate reservoirs in the Luddenden valley, for the use of the town of Halifax. That valley, viewed from below, has the appearance of being scooped out on the hillside. In the lower part of the valley, the works were constructed by means of an embankment thrown across it. In these were a series of three-storied reservoirs, in which was collected the spring water; and this was conveyed in culverts along the Warley side of the valley, by Upper Saltonstall, Lower Saltonstall, Catty Well, and thence, by a tunnel through a hill called Mount Tabor, to the Halifax Corporation reservoirs at Ramsden wood in the Hebble valley. Thence the water was brought to Halifax by the already existing system of water-works. The three reservoirs were named the Upper Dean Head, Dean Head, and Castlecarr reservoirs. Since these works were completed the boundaries of the borough of Halifax have been extended, and its population has greatly increased, and new and more extensive water-works are now in course of construction.

The People's Park.—This park was presented to the people of

Halifax, for the recreation and health of the whole of the inhabitants of the town, by the late Sir Francis Crossley, Bart., then Francis Crossley, Esq., M.P., the head of a benevolent and wealthy family of Halifax merchants, who have permanently associated their name with much that is worthy of admiration in their native town. The cost to the donor was nearly £40,000, expended in forming and laying out the park, which comprises about twelve and a half acres of ground. In addition to handsome promenades, it includes ornamental buildings, lakes, seats, fountains, terraces, and lofty mounds, constructed from designs by Sir Joseph Paxton. Within the precincts of the park are spacious public baths, erected by the corporation of Halifax in the year 1859, at a cost of £6000.

The Crossley Orphan Home.—This noble building, situate in Savile Park, Halifax, is a splendid quadrilateral stone structure of the architecture of the reign of King James I., with a mixture of the Italian style. It was commenced in 1857, and completed in 1864, at a cost of £56,000, by the late Sir Francis Crossley, Bart., and his brothers, John and Joseph Crossley, Esqs., acting conjointly, and was furnished by them with a noble endowment of £3000 a year. The building rises to the height of three stories, and from the centre of the principal front springs a handsome clock tower, surmounted by a dome. The roofs are of high pitch, and are crested with a light gilt railing. In this benevolent establishment there is accommodation for 450 children of both sexes, who are lodged, boarded, clothed, and educated. In order to be admitted to the benefits of this institution, they must either have lost both parents or their father, and when once admitted they are instructed and maintained for six years and upwards. Boys may remain in the Orphanage till they are fifteen, and girls till they are seventeen years of age.

Modern Churches and Chapels of Halifax.—We have already spoken of the parish church of Halifax, which has been for many ages the noblest and most venerable church in this extensive parish. In its present form it dates from the year 1447, though there is no doubt that a church existed on the same site probably from the time of the introduction of Christianity into this district. Amongst the most beautiful of modern churches is that of All Souls, Haley Hill, Halifax, which is considered one of the finest of the many beautiful churches erected by Sir Gilbert G. Scott. It is the church of the new parish of Haley Hill, a district already containing

a population of several thousand inhabitants. This beautiful church was erected by Edward Akroyd, Esq., who also endowed it liberally, and the cost of the church is said to have amounted to at least £70,000.

Many large and handsome chapels of various classes of Dissenters have been erected at Halifax, and one of the finest objects on entering the town is the spire of the new Independent chapel, completed in the year 1857 at a cost of more than £15,000, of which J. James, Esq., was the architect. This is a beautiful and very tasteful erection, and only one amongst a great number of handsome and commodious chapels erected by the numerous Protestant dissenters of this populous district. Halifax is remarkable for the number and energy of its Nonconformist bodies, and inseparable from these the name of Dr. Mellor will ever be held as one of the ablest Nonconformist ministers of the present day.

The Modern Schools of Halifax.—In addition to the ancient grammar school of Halifax, founded in the reign of Queen Elizabeth, the town possesses the old National school, built in the year 1815; St. James' school, erected in 1832; Crosshill school, built in 1844; and King Cross school, erected in 1849; besides the parish church school, erected in 1845; Trinity school in 1869; and a number of schools erected or now in progress under the powers of the Education Act. The British school was built in 1818; the Square Chapel school was founded by the Independents in 1844. The Blue Coat school and Almshouses in Harrison Road were erected in 1855–56, in place of the old ones, at a cost of about £10,000, by the trustees of Nathaniel Waterhouse, Esq., who so early as the years 1636 and 1642 left property for charitable and educational purposes in the town of Halifax and the neighbourhood.

The Charities of Halifax.—Few towns possess a greater number of charitable and benevolent institutions than Halifax, and from the earliest times to the present there have been found wealthy and benevolent inhabitants, who have contributed large portions of their property to these objects. In addition to the Crossley Orphan Home, already mentioned, the late Sir Francis Crossley, Bart., presented, two or three years previous to his death, the sum of £10,000 to the infirmary and dispensary; he also presented £10,000 for a loan fund which is of great use to young tradesmen. Mr. John Abbot has also within the last few years bequeathed upwards of £60,000 to charitable purposes in Halifax, of which noble sum £10,000 has

been devoted to the Crossley Orphan Home, and large sums to other public charitable institutions in Halifax. The Crossley Almshouses, near Hopwood Lane, were built and endowed in 1855 by Francis Crossley, Esq., M.P., afterwards Sir Francis Crossley, Bart., for twenty-five poor men and women, who are allowed 10s. each per week. The buildings, constructed in the domestic Gothic style, are raised a story higher in the centre and at each end, so as to give the appearance of towers. A similar set of almshouses, near King Cross Lane, were built and endowed in 1863 by Joseph Crossley, Esq., and further enlarged and endowed by him in 1869-70; the whole now forming a fine pile of forty-eight houses in the Gothic style. The following charitable institutions also exist in Halifax—The Halifax Dispensary and Infirmary, the latter instituted in 1807, and the former in 1836. These now occupy a handsome building erected in 1856, enlarged by the addition of a new wing in 1864, and further enlarged in 1872.

Literary and Scientific Institutions.—Amongst the literary and scientific institutions of Halifax are the School of Art in Crossley Street, and the Halifax Literary and Philosophical Institution, founded in 1830. The latter occupies an elegant hall, in Harrison Road, erected in 1854. The Halifax Subscription Library was founded as early as the year 1767, and contains a valuable museum and library. The Halifax Mechanics' Institution and Mutual Improvement Society, formed in 1825, has a good library. It occupies a large and handsome building in Crossley Street, erected in 1857 at a cost, including the site, of about £9000. The Church Institute in George Street has a library and reading-room. The Assembly Rooms, &c., in Harrison Road, form a spacious and handsome building, erected in 1828, and contain assembly, billiard, and concert rooms. The Exchange and news-room at the Town Hall has a numerous list of subscribers. The newspaper press of Halifax consists of the *Halifax Guardian*, the *Halifax Courier*, and the *Halifax Times*.

The Volunteer Movement.—Halifax is the head-quarters of the 2nd West Yorkshire yeomanry cavalry, raised in 1843, and comprising two Halifax troops, a Huddersfield troop, and a Bradford troop. Lieutenant-colonel Sir Henry Edwards, Bart., is the commandant. The Halifax rifle volunteers (4th West York) were formed in 1859, and now number about 700 members. There are nine companies, of which seven belong to Halifax, and the remaining

two to the districts of Sowerby Bridge and Brighouse. The armoury and drill shed is a handsome Gothic structure, fronting Prescott and Union Streets, erected at a cost of £5000. It contains officers' quarters; sergeant-major's residence; gymnasium, a large hall 140 feet by 56 feet, with a gallery at one end; reading and smoking rooms, and a well-arranged armoury. The hall will seat 700 persons. An artillery volunteer corps has also been formed.

Men of Note connected with Science and Literature in Halifax.— Since the founding of the church and free grammar school of Halifax many good scholars have been produced in this parish, and a fair share of authors connected with it have written works that have obtained and deserved the notice of the world. It was long supposed that the famous mathematician, only known by his Latin name of Johannes de Sacro Bosco, the author of a very early work entitled "*De Sphæra*," was a native of Halifax; but this is now considered doubtful, there being no evidence of it except that supplied by his name of Sacro Bosco, which was supposed to be an attempt at a Latin translation of the name, Halifax. Leland, in his "*Commentary on British Writers*," supposed this to be the case, and Thoresby affirms it, and says that he lay on his back on the hill at Halifax to observe the motion of the stars. The authority of Leland is entitled to some consideration, on the ground of judgment as well as of scholarship; but Mr. Watson points out the fact that the meaning of Sacro Bosco is neither the Holy Hair, nor the Holy Face, nor the Holy Road, but the Holy Wood, and therefore hesitates to admit the bearer of that very honourable name into the list of the scholars of Halifax. The Saviles of the parish of Halifax have been alike distinguished as scholars and as politicians. Sir Henry Savile of Bradley, in this parish, was an eminent scholar in the sixteenth century, having entered Merton College, Oxford, where he obtained the reputation of possessing a very superior knowledge both of the Greek language and of mathematics. He was teacher of the Greek language to Queen Elizabeth, whom he assisted in making an excellent scholar. In 1619 he founded two lectures or professorships in the university of Oxford, one for geometry and the other for astronomy, which he endowed with what was then the large and liberal salary of £160 a year, besides a legacy of £600, and a library of mathematical books for the use of the professors and their students. His works are very extensive, and show a most intimate

knowledge, not only of Latin and Greek, but of early English literature. Another of the Saviles, namely, Henry Savile of Shaw Hill, in Skircoat, was a great friend of learning, and presented the learned Camden with an ancient copy of the old British writer, *Asserius Menevensis*, which he published in 1602. At a later period the Saviles of Elland, who rose to the rank of marquises of Halifax, acquired a high literary reputation, though they were chiefly distinguished for their enlightened yet strictly constitutional views of politics and government. The marquis of Halifax, who was employed by Charles II., and dismissed from office by James II. to make way for the men who brought about his ruin, was one of the best writers as well as of the ablest men of his time. When the title of Halifax had become extinct in the Savile family, it was re-created in favour of Charles Montague, earl of Halifax, one of the most accomplished scholars of the reign of Queen Anne, and a warm friend and supporter of all the literary men of that most enlightened age. In the department of religion and controversy, the grammar school of Halifax and the well-endowed living have produced many very able writers. Such a one was Dr. Favour, a scholar of great learning in the reign of James I. and his successor, who held the vicarage of Halifax for nearly forty years, and who was the author of many able works connected with religion. A still more famous native of the parish of Halifax was Archbishop Tillotson, the son of a manufacturer at Sowerby, which is within the present limits of the borough of Halifax. His influence in upholding moderate views in the Church of England, as well as his great learning, his fine talents, and the excellence of his character, raised him to the highest position in the church soon after the Revolution. In the same age Dr. Lake, who received the elements of his education in the grammar school of Halifax, rose to the rank of bishop of Chichester, to which he was raised by King James II. He had at least the merit of consistency; for after having accepted a bishopric from James II. he stuck firmly to his opinions, and on his deathbed asserted the doctrine of non-resistance and passive obedience. His opinions did not preserve the throne to James II., though they probably had some influence for a short time in weakening the authority of William and Mary, and of the two first kings of the house of Brunswick. They are now utterly forgotten in England.

The history of Halifax has been well written by several writers

resident on the spot, of whom the Rev. John Watson, to whom we and all writers on the same subject are so much indebted, is much the ablest. Mr. Watson was not only a good classical scholar, but was also well acquainted with the German and Danish languages, from which so large a portion, not only of the English language, but of the local dialects of this district are derived. He was also a man of candid and moderate temper, and wrote with singular moderation on subjects which often excite great warmth. At the end of a hundred years Mr. Watson's history of Halifax has been republished by Mr. F. A. Leyland of that town, whose love and knowledge of local antiquities will insure justice to the excellent writer whose work he is thus assisting to preserve. The earlier history of Halifax, commonly known as William Bently's, and published about the year 1708, is said to have been really written by Samuel Midgley, an unfortunate scholar. The history of Halifax written in the year 1738 by the Rev. Mr. Wright, is greatly superior to the last-named work, though not to be compared with that of his successor, the Rev. Mr. Watson. The noble science of astronomy, which delighted Johannes de Sacrobosco, whether it was at Halifax or somewhere else, has still warm admirers in that place ; amongst whom we will mention as indefatigable observers of the sublime phenomena of the heavens, Mr. Edmund Crossley, M.R.I., F.M.S., and Mr. Gledhill. Here also Sir William Herschel, the great explorer of the heavens, spent a short portion of his noble career, as musician and organist of the parish church.

The Observatory, Bermerside, is a handsome stone building consisting of two equatorial rooms, a meridian room, and a computing room. The equatorials, the larger by Cooke, and the smaller by A. Clark, are of $9\frac{1}{8}$ inches and $4\frac{1}{2}$ inches aperture, and are fitted with all the best modern accessories. The transit circle has an object glass $3\frac{1}{2}$ inches in diameter, and is by Cooke. The equatorial rooms are surmounted by cylindrical wooden domes, covered with sheet copper. At present the instruments are devoted to the measurement of double stars, and the delineation of the physical features of the planets. In this work Mr. Edward Crossley, F.R.A.S., is assisted by Mr. Joseph Gledhill, F.R.A.S., F.G.S., &c.

The Meteorological Observatory, Moorside, Halifax.—This is by far the best-equipped private meteor observatory in England. The barometer, anemometer, rain-gauge, and hygrometer are self-registering, some by mechanical means, and others by means of

photography. At this observatory the pressure and direction of the wind, the weight of the atmosphere, the temperature of the air, and the amount of rain are registered, day and night, by the above instruments. A special feature is the fine King's Barograph.

Halifax Literary and Philosophical Society.—The amalgamation of the Halifax Literary and Philosophical Society with the Halifax Circulating Library was made a few years ago. A lecture theatre and library were also built contiguous to the museum. There are now upwards of 13,000 books in the library.

Population and Occupations of Halifax at the Census of 1871.—We find a great variety of interesting facts recorded in the Census of England and Wales for the year 1871, which enable us to trace the progress of Halifax down to the present time. It appears from these returns that in the borough of Halifax, within the limits which existed in the year 1861, there were then 7807 inhabited houses, and a population of 37,014 persons. But these boundaries were very considerably enlarged in the ten years between 1861 and 1871, so that in the latter year the number of inhabited houses in the borough of Halifax, with its increased limits, was 13,795, and the number of inhabitants was 65,124, showing an increase of inhabitants in the parliamentary borough of 1871, in comparison with that of 1861, of 28,110 persons. The tables supplied by this Census—the last volume of which was published in 1873—show what were the great sources of employment and wealth in this populous town. They consisted of various branches of textile manufacture formed from the materials of wool, worsted, silk, flax, cotton, hair, straw, and hemp. The leading manufactures of the town, with the numbers of persons of the male sex, above twenty years of age, employed in them in all capacities in Halifax, were as follows in the year 1871:—Woolstaplers, 164; wool and cloth manufacture, 809; fullers, 10; wool and woollen dyers, 84; worsted manufacture, 1280; cloth merchants and dealers, 19; stuff manufacture, 255; blanket manufacture, 1; carpet, rug manufacture, 990; silk and satin manufacture, 73; silk dyers, printers, 4; silk merchants, dealers, 4; ribbon manufacture, 1; flax, linen manufacture, 29; cotton manufacture, 489; fustian manufacture, 2; muslin manufacture, 0; calico, cotton dyers, 5; others of the same class, 36; weavers (not otherwise described), 89; bleachers, 2; hemp manufacture, 3; rope and cord makers, 34.*

* Census Returns, 1871, vol. iii. p. 484.

But the above occupations also gave employment to a great number of females, as will be seen from the following account of the amount of labour of females, above twenty years of age, employed in these occupations in 1871 :—Wool and cloth manufacture, 339; worsted manufacture, 2416; stuff manufacture, 22; flannel manufacture, 1; blanket manufacture, 2; carpet rug manufacture, 669; silk and satin manufacture, 12; lace manufacture, 65; cotton manufacture, 455; cotton printers, 2; weavers (not otherwise described), 65. The number of children employed is not given.

The minerals found in the Halifax district are, as we have already stated, amongst the chief sources of its wealth and population, furnishing the steam-power for a large portion of its manufactures, for locomotion on railways, and for domestic use. The building stone and slate of this neighbourhood are very abundant and of excellent quality, and hence Halifax has an advantage, in the construction both of its public and private buildings, which few of the towns of Yorkshire possess in an equal degree. Most of these occupations are carried on beyond the limits of the borough of Halifax; but a large portion of the prosperity of the town depends on the fact that the coal mines of the Halifax district now yield some hundred thousand tons of coal every year. Within the borough the population includes the following number of persons employed in the working of minerals:—Coal miners, 91; iron miners, 10; miners (branch undefined), 11; coal merchants and dealers, 68; labourers in quarries, 22; labourers in stone quarries, 166; stone merchants, cutters, and dressers, 67; labourers in clay, 10; brick-makers and dealers, 101; railway labourers, platelayers, and navvies, 144; road contractors, inspectors, and surveyors, 4; earthenware manufacture, 16; glass manufacture, 2; iron manufacture, 357; wire workers and drawers, 380; brass manufacture, 60; zinc manufacture, 1; ironmongers, hardware dealers, 29; steel manufacture, 2; other workers in metals, 11. These figures, which were collected by the government officials at the time when the census was taken in 1871, form the best data that exist as to the occupations of the people; but there are so many sources of error in such returns that we merely give them as approximations. They, at all events, show what were the great and prevailing branches of industry in the towns and districts to which they relate.

The Great Manufactories of Halifax.—We have already mentioned that amongst the manufactories which were visited and admired

by His Royal Highness the prince of Wales, were those of Dean Clough, and Haley Hill. The Dean Clough Mill of Messrs. Crossley was originally a three-storied building on the left bank of the river Hebble, and was built by Messrs. Waterhouse for their own use. It was pulled down in the year 1857, and afterwards rebuilt. In 1860 the number of hands employed at Dean Clough was about 3500, and in 1870 the number had increased to 5000. The buildings in 1874 covered about twenty-five acres. The following is a brief notice of its founder:—John Crossley, the founder of the eminent firm “John Crossley & Sons,” was born in 1772 near Halifax. At the age of sixteen he was put apprentice to his uncle, Mr. John Webster, of the Clay Pits, to learn carpet weaving. At the expiration of his apprenticeship he went to weave carpets for Mr. Currie at Luddenden Foot. At this factory, then the largest carpet factory in Yorkshire, what were known as Scotch carpets were made. In 1800 he went into partnership with Mr. Job Lees, who had a factory in the Lower George Yard, in Halifax. At this place John Crossley also acted as manager. His partner dying soon after, a new firm was formed, consisting of Robert Abbott, John Crossley, and Francis Ellerton, its style being “Abbott, Crossley, & Co.” At the end of the first year John Crossley’s share of the profits was £70. The partnership was, however, soon dissolved, and John Crossley took all the spinning and dyeing for the firm into his own hands, the worsted being spun on two frames at the paper mill under the North Bridge. In 1802 he went into partnership with his brother, Thomas Crossley, and Mr. James Travis, and they took Dean Clough mill on a lease for twenty years, at an annual rent of £250; but they also still continued to dye and spin for the Messrs. Abbot & Ellerton. Besides carpets they made shalloons and plain backs, and at one time employed 160 hand weavers. The brace webs and body belts manufactured by John Crossley were sold to the Irish, who then hawked them about the country. When the lease ran out each partner drew £1400. About 1830 John Crossley purchased Messrs. Abbott’s carpet business, which embraced from twenty to twenty-five hand looms. His three sons, John, Joseph, and Francis, assisted him in the business for some years before his death, which took place in 1837. The three brothers then took entire charge of the concern, and about 1841 it began to grow rapidly. At the death of the founder about 300 hands were

employed. Tapestry, velvet, Brussels, Tournay velvet, and Scotch or Kidderminster ingrain carpets, together with rugs, sofa carpets, table covers, church mats, &c., are now manufactured, and are sent to nearly all parts of the world. The works at Dean Clough, as already mentioned, extend over an area of twenty-five acres, and give employment to about 5000 persons.

The Worsteds Manufactory of James Akroyd & Son, Limited.—This is one of the largest and the oldest manufactories of Halifax. In the year 1871 Mr. Edward Akroyd, then sole partner in the firm, converted it into a joint stock company, limited. He is grandson of Mr. James Akroyd, the original founder of the firm, and remains chairman of the board of directors. For many years he was one of the members for this borough, and sat previously for the borough of Huddersfield, from 1857 to 1859.

History of the Firm of James Akroyd & Son, Limited, Halifax.—Mr. James Akroyd, of Brookhouse, Ovenden, the founder of the firm, born in 1753, was a yeoman manufacturer, as his forefathers had been for generations. In early life he was a partner with his elder brother Jonathan, of Lane Head, Ovenden, as manufacturers of narrow eighteen-inch lastings, calimancoes, and low wildbores, called "Little Joans," very similar to the modern bunting used for signal flags; as also of figured "Amens"—a name derived from Amiens in France, whence the article originally came—woven by the aid of a "draw-boy" at the side of the loom, whose office it was, by means of gearing and harness, to pull up the proper healds at the right time. He had two sons, Jonathan and James, whom in due time he admitted into partnership under the firm of James Akroyd & Sons, and who raised the prosperity of the firm, whilst they did much towards the development of the worsteds manufacture of the district. The elder of the two, Jonathan, was born in 1782, about three years after the erection of the Halifax Piece Hall. During their youth and early manhood both sons remained at Brookhouse, associated with their father in the business.

This happened to be a critical stage in the growth of the worsteds manufacture, when the recent invention by Arkwright of the spinning-jenny, or mule, was being first applied to the production of worsteds yarn. By the enterprise and perseverance of the two junior partners a spinning-mill was erected at Brookhouse, near Halifax, about the year 1805, and a supply of water for turning

the water-wheel was obtained from the brook by a side goit of about half a mile in length, carried in some places in tunnel, in others upon an aqueduct. It was a clever engineering work for that period, and remains to this day a striking proof of the skill and boldness of these hardy pioneers of manufacturing industry.

The first intention at the starting of Brookhouse Mill was to employ it as a spinning establishment; but from the difficulty of selling the vastly increased production of machine-spun yarn to small manufacturers, hitherto limited to the scanty supply from hand-spinning wheels scattered over the country, it soon became necessary to add weaving to spinning. A profitable manufacture of moreens for curtains was introduced about the year 1811 from Norwich; and the leading Yorkshire manufacturers of the article were Messrs. James Akroyd & Sons, of Brookhouse, and Mr. John Holland of Slead House, near Brighouse; although it remains a moot point which of the two firms first transplanted the weaving of the article into the district.

In the year 1808 Mr. Jonathan Akroyd was married, and about the same time his brother; both entering upon their married life in houses yet remaining, situated near each other, between Lane Head and Brookhouse.

About the year 1811 Mr. James Akroyd, junior, withdrew from Brookhouse, and started an independent manufacturing concern at Old Lane, near Halifax. Being of an inventive genius, and a good mechanic, he turned his attention to every improvement and novelty in the art of weaving. About the year 1822 he first introduced power-looms, and encouraged by the success of his experiments, he proceeded to erect the large fire-proof mill in Old Lane, aided pecuniarily by his bankers—Messrs. Rawson, the founders of the present Union Banking Co., Halifax. In the year 1827 the weaving factory was opened with a supper and dance for the weavers, and was the greatest undertaking of the period in the worsted manufacture. Here he perfected the weaving by power, of lastings, camlets, and other goods. To him also is due the credit of introducing the Jacquard engine for weaving damasks and other descriptions of figured goods, about the year 1827. The first Jacquard engines imported into England were brought to Manchester, from Lyons, by a Frenchman of the name of Sago. One of these was purchased by Mr. James Akroyd, and set up in March, 1827, being the first brought into Yorkshire.

So early as 1825 Mr. James Akroyd supplied Messrs. Macintosh of Manchester, inventors of the new process of rendering cloth water-proof by a coating of india-rubber, with a light worsted fabric suited for their process. But about the year 1830 to 1832 he turned his attention to the manufacture of mixed goods of cotton and worsted, and especially to the difficult art of dyeing both materials in the piece, so as to produce one uniform shade suitable not only for Messrs. Macintosh, but for the trade generally. In this art, technically called "union dyeing," he was remarkably successful. At the same time he introduced cotton warps freely into other goods, especially cotton and worsted damasks of various shades, in which his firm achieved a high reputation. But his career was cut short, and he died in 1836, at the age of fifty-one years.

After the withdrawal of Mr. James Akroyd, Mr. Jonathan Akroyd continued the Brookhouse Mill with his father, under the old style of James Akroyd & Sons, along with his younger brother, Mr. Thomas, who remained as partner in the business until 1823. With a thorough experience of every detail of the business, in which he had taken a leading part since his first admission in 1803, its chief conduct and management devolved upon Mr. Jonathan for many years before and after the death of his father in 1830. The name of the firm remained unchanged after this event; and on the withdrawal of the junior partner, Mr. Thomas, in 1823, the only change was to James Akroyd & *Son*, instead of James Akroyd & *Sons*.

In 1818 Mr. Jonathan removed to Halifax and purchased a steam mill at Bowling Dyke, which forms a portion of the present premises. In June, 1839, he received his two sons, Edward and Henry, into partnership, and under their joint management the business was conducted until the death of the principal, in 1847. From that period until the end of 1853 Edward Akroyd and Henry Akroyd represented the firm as sole partners. In December of the year 1853, by mutual consent, a dissolution of partnership took place, and the business was continued by the senior partner. Lastly, in December, 1871, the firm was enrolled as a joint stock company, limited, under the old name, with the following list of directors:—Edward Akroyd, Esq., M.P., Bank Field, Halifax, chairman; John Wright Child, Esq., Copley Wood, Halifax; Henry Akroyd Ridgway, Esq., Woodlands, Halifax; John Edward Champney, Esq., Halifax; Mr. John Richardson, Halifax; Mr. Richard

Micklethwaite Stansfield, Halifax; Mr. Thomas Hebblethwaite, Halifax.

One of the main objects of this change was to obviate the antagonism between capital and labour, and to give to those who had contributed to the past prosperity of the business an opportunity of obtaining as proprietors an interest in its future success. The premises of the firm were originally confined to the spinning mill at Bowling Dyke, purchased by the late Mr. Jonathan Akroyd at the time of his migration from Brookhouse, in the year 1815. By the growth and prosperity of the business the premises have been gradually enlarged, and now include:—1. The works at Bowling Dyke, comprising two large fire-proof mills, with wool warehouses and other buildings. 2. The weaving-shed, the combing-shed, fire-proof mill, warehouse, and other buildings, at Haley Hill. 3. The compact estate, consisting of the warehouse and chief offices of the firm, the Commercial Inn, numerous shops, dwelling-houses, and vacant land at Cross Hills and North Parade. 4. The dye-works recently purchased from Messrs. Edleston adjoining the Bowling Dyke Works, and where new buildings are now in course of erection adapted for slubbing, dyeing, and other simple operations for the use of the firm. 5. The dye-houses at North Bridge, now in the occupation of Messrs. John Walshaw and Sons, and of Mr. Hanson, as tenants. (The above are all situate in the town of Halifax). 6. Copley Mills and the village of Copley, beyond, but nearly adjoining the limits of the borough of Halifax, having the river Calder on the south, and the main line of the Lancashire and Yorkshire Railway on the north. The estate comprises an area of nearly twenty acres, including the site of two large mills, warehouses, shed, and 150 dwelling-houses, generally occupied by persons employed at the works. Copley Mills, which form one of the most striking features of manufacturing industry in the West Riding, were designed with much solicitude and care, and may be regarded as most perfectly appointed for the purposes of business, possessing also associated arrangements which are specially adapted to promote the comfort and advantage of those employed on the premises. In the erection of the dwelling-houses, which are of modern construction, every care has been bestowed to secure comfort and convenience.

In this schedule of the premises in the occupation of the firm,

Brookhouse is not included. So long as Mr. Jonathan Akroyd lived this cradle of the manufactory was retained, although the attachment of the founder was weakened, if not estranged, by a fire which burned down the warehouse and a heavy stock of moreens in the winter of 1828. The fire was attributed to incendiaryism, and the blackened walls yet remain standing. At present the mill is occupied by a spinner of cotton spindle bands.

After this rapid sketch of the successive changes in the membership of the firm, and the growth of the establishment from a small beginning, it may be interesting to add a short history of some of the branches of manufacture introduced by Mr. Jonathan Akroyd, as has already been furnished with regard to his brother and former partner, Mr. James.

In the "History of the Worsted Manufacture," by the late Mr. John James, F.S.A., of Bradford, and published in 1857, allusion is made to the introduction of the manufacture of bombazines and Norwich crapes in 1819. The bold attempt to cultivate this article as a permanent trade was made by Mr. Jonathan Akroyd, and for a few years was very successful—until about 1834–36. At this time a similar article in fine double cotton warp, called Paramatta, was introduced, which gradually replaced bombazines, until in its turn it gave way to the modern Coburg, of fine single cotton warp. In 1819, also, the art of weaving camlets was introduced through the same channel; and to the present day large quantities of these and other goods are sent from Halifax to the markets of China and Japan.

In estimating the difficulties attendant upon the transplanting of the manufacture of these goods; then unknown in Yorkshire, we must not forget that a knowledge of the art of weaving them in hand-looms was essential to success. For camlets a peculiar knack was required on the part of the weaver in managing his treadles, so as to bring down the warp suddenly by the healds to curve round the weft, whereby each thread of weft became a distinct rib or roll across the piece. To produce this effect with four treadles the weaver had to exercise what was called a "jumping" motion with the healds at an early part of the stroke; and for this purpose he had a movable seat revolving on a pivot, which enabled him to throw the whole weight of his body upon the two treadles at each stroke. To acquire this knack personal observation was necessary, and accordingly trusty emissaries were sent to Norwich in

1819, who learned and brought back the secret of weaving camlets, as well as bombazines and Norwich crapes. It is due to these trusty emissaries, both dead many years since, to record their names. The arduous introduction of weaving Norwich crapes and bombazines into Yorkshire was effected by an ingenious handloom weaver of the name of Michael Greenwood, a native of Shibden Dale, near Halifax, and in the employment of the firm. Camlet weaving was mastered by Robert Wood, sent over specially for that purpose. On their return from Norwich the first camlet warp spun at Bowling Dyke, Halifax, was put in the camlet loom in January, 1820; and as there were no regular twistors invented at that time, the first experimental warp was twisted by hand in what was called a "twining mill."

For the home and continental trade there sprang up a good demand for yarn-dyed camlets in indigo blue, dark brown, and green, which continued brisk from about 1822 to 1850. These yarn-dyed camlets were used for waterproof cloaks, then much in vogue, until the fashion gave way to the taste for Macintosh waterproof cloth, already mentioned as the production of Mr. James Akroyd, jun., of Old Lane.

The circumstances of the period were peculiarly favourable to the transplanting of various branches of manufacture from Norwich, where trade of all kinds was fettered by trades unions and technical restrictions. Another cause favourable to the change was the contemporaneous introduction of steam-power, and the advantage which the manufacturing towns of the West Riding possessed in their close contiguity to coal-fields. Fostered by these favourable conditions, the worsted manufacture of Halifax, Bradford, Keighley, and the district, soon took firm root. Besides the articles introduced from Norwich, there were other novelties invented by Yorkshire ingenuity.

About 1818 three-quarter dobbies, or bird's-eyes, were introduced, and caused a large and increasing demand. The inventors were the same Michael Greenwood who was afterwards sent to Norwich, and another hand-loom weaver of the name of David Tidswell, from Queenshead, also employed by this firm. They took their idea conjointly from the barrel of a box organ, and concluded that by having the circular drum ribbed and cut into "slots," they might by means of horizontal layers of wood, called "jacks," lift up the sixteen healds required for the bird's-eye pattern. In like manner they

produced other patterns, one called the "cup and ball." The first manufacturers of these dobbies were undoubtedly James Akroyd & Son, who retained the trade until their competitors got hold of it. Very large sales were made of this article until the year 1824, when a fresh demand sprung up for damasks.

In February, 1825, James Akroyd & Son commenced the manufacture of damasks, although several years later than at the rival manufactory in Old Lane. So early as 1818 Mr. James Akroyd, junr., had turned his attention to the article, and by the aid of a Scotch table-cover weaver from Paisley well acquainted with the "plash" loom, popularly called "Scotch Jemmy," and a fancy weaver of the name of Bannister, from Stockport, he originated an improved damask loom, which he carefully guarded upon the "shop system," by having both looms and weavers under lock and key. Under this seal of secrecy he preserved the monopoly until 1824, when Mr. Jonas Robertshaw of Ovenden started a few looms, and was followed by others. All these looms were worked by drawboys, until replaced by the Jacquard engines. As already stated, the first of these machines, from Lyons, was set up by Mr. James Akroyd, junr., at Old Lane, in 1827, but he was not allowed to retain the sole use more than a few months, when his brother, Mr. Jonathan, also succeeded in purchasing a similar machine. Henceforth the trade became open and general. A new style of silk damask was introduced by Mr. Jonathan with silk weft, which had a considerable run.

The Jacquard engine was soon applied to other descriptions of figured goods besides damasks. James Akroyd & Son had started a stout figured worsted satin, called "figured Russell," some years previously by means of the dobby engine, already mentioned; but the dobby was soon replaced by the Jacquard. It is desirable to record the names of the ingenious workmen by whom these inventions were perfected; and for this reason the name of a most useful servant of the firm should be preserved, viz., George Dawson, often called Dobby Dawson, originally a carpet weaver at Dean Clough, under Mr. John Crossley, senr. His speciality was the application of the Jacquard to a two-lift engine, used for all descriptions of figured goods with plain ground; such as figured Russells, just mentioned, and figured Orleans of a similar texture to the old bird's-eye. These goods, some of them wefted with mohair in imitation of silk linings, had a great run for

several years, and are still manufactured to a limited extent. In 1829 to 1830 an ingenious joiner and cabinet-maker of the name of Samuel Dracup, of Great Horton, commenced making numbers of "two-lift" Jacquard engines, for which he had a rapid and prolonged sale. He supplied the firm of James Akroyd & Son with these engines for several years. In 1834 the same ingenious Michael Greenwood exercised his inventive genius in the preparation of a new figured worsted cloth, called "French figure." From the name it is evident that the original cloth was French, and the problem which Greenwood had to solve was, how to produce a similar cloth. This he accomplished effectually, and thereby led the way to a flourishing trade. He was at the time a small manufacturer on his own account; but it was impossible for him to keep his invention a secret, and other small manufacturers soon followed his steps. In 1836 the two largest manufacturers of this article were Messrs. James Akroyd & Son, of Halifax, and Messrs. John Foster & Son, of Queenshead (now Queensbury). After the all-worsted cloth had a run, it was followed by cotton warp figures, copied from the French and styled Parisians. For these goods there was a large demand, both in the home and foreign trade. All this class of goods was woven by "one treadle," in contradistinction to the "two-lift" engines, previously mentioned, for plain cloth. The trying part of this performance to the hand-loom weaver was, that with only one treadle he could only use one leg—a fatiguing operation to one unaccustomed to the motion. The power-loom, when subsequently introduced, had this advantage over the hand-loom weaver, that it could work as well with one leg as two, and was insensible to fatigue. By way of variety in the appearance of the all-worsted French figure, some of the Bradford manufacturers introduced black and brown Alpaca from the weft, being the first attempt to use this material extensively in the worsted manufacture. Doubtless the success of these first trials paved the way for the future princely fortunes made by Messrs. Titus Salt & Co., of Bradford, and by Messrs. John Foster & Son, of Queensbury, from the same material.

Having thus finished our sketch of the manufacture of figured goods, it only remains to add a few comments upon plain articles. In 1824 a powerful impulse was given to the manufacture of lastings, serge de Berri, and other stout goods made from two-fold warps, all woven by handloom weavers. Some of the best

of the weavers resided in the Luddenden Valley ; and partly for the purpose of more ready access to these weavers, and for the sake of increased production, Messrs. James Akroyd & Son became occupants of Boy Mill, Luddenden Foot. These premises they retained in their possession until they purchased Copley Mills, when they gradually withdrew, and made way for Messrs. Whitworth in 1847-48.

Besides the trade in two-fold lastings, the firm also transacted a large business in French merinoes, made with a single worsted warp, sized. The original width was three-quarters, but in 1830-34 the demand changed to six-quarters wide. In 1824-25 a large and steady demand sprang up for Spain in a merino cloth of peculiar dimensions, five-quarters wide and sixty-three yards long, called Alepines. These continued until 1852-55. At the same time there was a demand, for the monastic orders in Spain and Italy, for says and also for wildbores or tammies, finished with a glazed finish, for the nunneries. All these were woven with single warps, sized.

In the "History of Worsted Manufacture," by Mr. James, a synopsis obtained from the books of the firm was given, affording a chronicle of the periods when different articles were first introduced, and this synopsis is here appended.

The following synopsis, obtained from the books of Messrs. James Akroyd & Son, showing when certain descriptions of goods began to be made by them, will afford much aid in obtaining a correct view of the progress of the worsted manufacture in Halifax during the present century :—

- 1798.—Calimancoes, plain and ribbed ; lastings ; prunelles.
- 1803.—Serges de Berri, shalloons, Russells, wildbores.
- 1811.—Moreens, says, duroys.
- 1813.—Three-fourth bombazetts or plain backs.
- 1819.—Bombazines and Norwich crapes.
- 1829.—Camlets, taborines, fancy Russells, dobbies.
- 1824.—Damasks.
- 1826-27.—French merinoes and full twills.
- 1834.—French figures—a damask made six-fourths wide, of single-worked warp and fine English or merino weft, wrought by Jacquard engine, and producing a most beautiful and exact design.
- 1836.—Alpaca figures.
- 1836-40.—Figured Orleans, on a similar principle to the French figures, only substituting cotton warp, producing a light fabric, and a great and agreeable variety of figure.

The large power-loom weaving shed of the firm at Haley Hill was erected by the late Mr. Jonathian Akroyd in the year 1836, and opened in January, 1837. It was at the time the largest

weaving shed in the worsted district, covering about an acre of ground; although now-a-days it ranks small compared with other mammoth structures. Before this shed was opened, experience had been gained in the employment of a few power-looms for lastings, camlets, and other heavy goods.

So far, we have seen in the history of the firm the gradual substitution of machine for hand labour by the introduction, first, of the spinning-jenny; second, of the power-loom. It remained to complete the series by the ingenious invention of the combing machine, which slowly but surely replaced hand-combing. The combing shed was opened in June, 1856, after the dissolution of partnership between Mr. Edward and Mr. Henry Akroyd. The change of employment was a serious question for the hand-combers, of whom the firm employed about 1000 to 1500; but by care, prudence, and foresight, and by the slow development of the inevitable change, the revolution was peacefully effected without the pressure which might have been expected. All the young men found other work; the middle-aged were gradually weaned from their old occupation, although not without hardship; some were assisted to emigrate to the United States; the old and superannuated, where long and faithful service deserved the consideration, received a small weekly allowance, and were enabled to end their days shielded from cruel penury and want. Some few of the old combers were engaged to tend the combing machines, and with their practical experience, soon saw the hopelessness of a hand struggle with the machine.

For the perfecting of the combing machine the trade is mainly indebted to Samuel Cunliffe Lister, Esq., of Manningham, Bradford, who has there recently erected gigantic works for combing, spinning, and manufacturing waste silk. An essential part of his completed machine is what is called Heilman's patent. This patent was purchased conjointly by the firm of James Akroyd & Son, and Titus (now Sir Titus) Salt, Sons, & Co., about the year 1852, and resold to Mr. Lister for about £40,000, the amount of the original purchase money, with the right of use for the vendors. Mr. J. W. Child, now one of the directors of James Akroyd & Sons (Limited), was the chief negotiator in this transaction, both with Mr. Heilman, the original patentee, and Mr. Lister. The same Mr. Child planned and ably completed the combing shed of James Akroyd & Son, opened, as already stated, in 1856.

LIST OF THE VICARS OF HALIFAX.

1. Ingolard Turbard (first vicar),	1273	20. Henry Ramsden,	1629
2. John, sometimes called Aaron de Grydinton,	1315	21. Richard Marsh, D.D.,	1638
3. Thomas de Gaytington,	1321	22. Richard Hooke, D.D.,	1662
4. John de Standford,	1349	23. Edmund Hough, M.A.,	1689
5. Richard de Heton,	1362	24. Joseph Wilkinson, M.A.,	1691
6. John Kynge,	1389	25. Thomas Burton, M.A.,	1712
7. Thomas Wilkynson,	1439	26. George Legh, LL.D.,	1731
8. Richard Simmys, or Simms,	1480	27. Henry Wood, D.D.,	1776
9. Thomas Brent, L.D. (resigned),	1496	28. Henry William Coulthurst, D.D.,	1790
10. William Rokeby (afterwards archbishop of Dublin),	1502	29. Samuel Knight, M.A.,	1817
11. John Taylor, LL.D.,	1521	30. Charles Musgrave, B.D., of Trinity College, Cambridge, vicar of Whitkirk, in this county, the present venerable and respected vicar, was insti- tuted on the 30th March, 1827, and inducted on the following day. This gentleman has since been presented to the preben- dal stall of Givendale, in the cathedral of York,	1827
12. Robert Holdesworth, L.D.,	—		
13. John Harrison,	1556		
14. Christopher Ashburn,	1559		
15. Francis Ashburn,	1573		
16. Henry Ledsam, or Ledsham, D.D.,	1585		
17. John Favour, L.D.,	1593		
18. Robert Clay, D.D.,	1623		
19. Hugh Ramsden, B.D.,	1628		

DATES OF THE PRINCIPAL EVENTS CONNECTED WITH THE HISTORY OF HALIFAX.

Roman Period, A.D. 41–420.—Remains of the great military roads of the Romans in the parish of Halifax, and of the Roman station of Cambodunum on its western edge. In addition to which numerous Roman coins, extending over a period of upwards of 300 years, have been discovered from the age of the Emperor Augustus* to that of Constantine the Great.—Yorkshire : Past and Present, vol. ii. p. 356.

Anglian Period, A.D. 450 to 850.—Hardwick, or the Strong, or Steep Camp, afterwards the name of the Forest of Hardwick, extending over great part of the parish of Halifax, occupied by the Angles or Anglo-Saxons, from whose language the name is derived.—Vol. ii. pp. 354, 366.

Danish Period, A.D. 850 to 1050.—Sowerbyshire and many other places in this parish occupied and named by the Danes.—Vol. ii. p. 366 (Note).

Halifax.—Origin of the name.—Vol. ii. p. 357.

1138.—The church, Ecclesia de Halifax, mentioned in grant of William, Earl Warren.—Vol. ii. p. 358.

1273.—Vicarage (not rectory) of Halifax established.—Vol. ii. p. 370.

1295.—Manor of Halifax mentioned as belonging to the prior of Lewes in Kirkby's inquest held this year.—Vol. ii. p. 360.

1347.—Halifax given to Edmund Plantagenet, commonly known as Edmund of Langley, the father of the first duke of York.—Vol. ii. p. 361.

* This coin of Augustus must have been struck several years prior to the invasion of Britain by the Emperor Claudius, and was probably brought over by one of the first invaders. The Rev. Mr. Watson says that it was struck by Plotius, one of the three mint masters in the reign of Augustus, the second Roman emperor. It was a middle-sized red copper coin, or medal, and was found in the township of Skircoat, near King Cross, Halifax.—(Watson's Halifax. p. 56). We do not give the coins of the other emperors, as they extend over a period of 800 years.

1347.—Criminal law of Halifax and the Forest of Hardwick.—Vol. ii. p. 366.

1414.—Manufactures and population of Halifax in early times.—Vol. ii. p. 363.

1548-49.—Archbishop Gryndall's account of Halifax at this time.—Vol. ii. p. 369.

1555.—Act of 5th Philip and Mary, authorizing the sale of wool by retail in the parish of Halifax.—Vol. ii. p. 365.

1575-80.—Camden's visit to Halifax and account of the town and parish in the reign of Queen Elizabeth.—Vol. ii. p. 369.

1584.—3000 to 4000 persons signed the Protestant declaration.—Vol. ii. p. 369.

1584.—The Free Grammar School of Halifax founded by Queen Elizabeth.—Vol. ii. p. 372.

1638-1639.—Charter of incorporation for the public workhouse of Halifax in the reign of Charles I.—Vol. ii. p. 372.

1639-1640.—The great civil war. Halifax first occupied by the parliamentary party, afterwards by the marquis of Newcastle for the king.—Vol. ii. pp. 374, 375.

1644.—Halifax again occupied by the parliamentary party, after the battle of Marston Moor.—Vol. ii. p. 376.

1648.—Captain Hodgson, Halifax regiment of volunteers, at the battle of Preston.—Vol. ii. p. 376.

1650.—Last trial and execution under the criminal law of Hardwick Forest.—Vol. ii. p. 368.

1673.—Ralph Thoresby's visit to Mr. Brearcliffe, the Halifax antiquary.—Vol. ii. p. 377.

1701.—Halifax at the beginning of the eighteenth century.—Vol. ii. p. 378.

1702.—Thoresby's account of improvements by the Rev. Mr. Wilkinson in the church and new library.—Vol. ii. p. 377.

1708.—"Halifax and its Gibbet Law placed in a true Light," published by William Bently of Halifax, but said to have been written by Samuel Midgley.—Vol. ii. p. 378.

1708.—Large and spacious hall for sale of woollen goods erected by Viscount Irwin, lord of the manor of Halifax, previous to this date.—Vol. ii. p. 379.

1727.—Daniel Defoe's account of the markets and trade of Halifax.—Vol. ii. p. 381; and Vol. i. p. 610.

1757.—Commencement of improvement of the river Calder, and ultimate introduction of water carriage from Halifax to Wakefield and to the Humber by that river, and formation of canal from Halifax to the rivers Irwell and Mersey.—Vol. ii. p. 383.

1775.—Halifax a hundred years ago, as described in the "History of the Town and Parish of Halifax," published in that year by the Rev. John Watson.—Vol. ii. p. 385.

1775.—The parish church of Halifax as described by Mr. Watson.—Vol. ii. p. 387.

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- 1780.—Large and handsome Piece Hall erected at Halifax.—Vol. ii. p. 388.
1823.—Halifax described by the late Edward Baines.—Vol. ii. p. 389.
1832.—Halifax made a parliamentary borough.—Vol. ii. p. 391.
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1848.—List of the mayors of Halifax from 1848 to 1874.—Vol. ii. p. 392.
1855.—The charities of Halifax.—Vol. ii. p. 398.
1857.—Modern churches.—Vol. ii. pp. 397, 398.
1858.—Public park presented to the town by Sir Francis Crossley, Bart., M.P.—Vol. ii. p. 396.
1863.—The Town Hall of Halifax opened by H.R.H. the Prince of Wales.—Vol. ii. p. 393.
1864.—The new Halifax Waterworks in the Luddenden Valley.—Vol. ii. p. 396.
1871.—Population and occupations of Halifax at the Census taken this year.—Vol. ii. p. 403.
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1874.—Halifax Literary and Philosophical Society.—Vol. ii. p. 403.
Men of note connected with science and literature in Halifax.—Vol. ii. p. 400.
Improvement and other Acts relating to Halifax.—Vol. ii. p. 392.
Literary and Scientific Institutions.—Vol. ii. p. 399.
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List of Vicars of Halifax.—Vol. ii. p. 416.

CHAPTER V.

THE HISTORY OF THE BOROUGH OF HUDDERSFIELD.

THE parliamentary and municipal borough of Huddersfield is situated on the Colne, a tributary of the river Calder, and on the western part of the great coal-field of Yorkshire. It is a large manufacturing town, with a population of upwards of 74,000 inhabitants, chiefly engaged in the woollen trade, and is a place of considerable antiquity, being mentioned under the name of *Oderesfelt* in *Domesday Book*, in A.D. 1084-86. It was supposed by the learned Camden that the site of the Roman station of *Cambodunum* was to be found at *Almondbury*, which is within the present limits of the borough of Huddersfield; but it is now generally believed that the site of *Cambodunum* was not at *Almondbury*, but at *Slack*, in the western part of the parish of Huddersfield, near the point where several roads join to pass through the mountains of the Pennine chain—the Backbone of England—by lines that can still be traced. That opinion was strongly confirmed by careful researches made in the year 1865, by the members of the Huddersfield Archæological Society, who found in and around *Slack* the remains of Roman baths, pavements, and inscriptions, with numerous coins. These, joined to the results of previous examinations and discoveries at the same spot, leave little doubt of the former existence of a Roman station, supposed to be *Cambodunum*, on the western side of this extensive parish.*

After the retreat of the Romans from this island the Britons of the Celtic race, and the Angles of the Teutonic race, contended for dominion in this part of Yorkshire. Some of the local names around Huddersfield, including that of the river Colne, and that of *Cumberworth*, evidently belong to the time when the British *Cymri* or *Cumbers*, from whom *Cumberland* was named, still

* *Huddersfield, its History and Natural History*. A descriptive, historical, geological, botanical, and zoological sketch of the town and neighbourhood, by Charles P. Hobkirk. Huddersfield: George Tindall, Minerva Press, New Street. London: Simpkin, Marshall, & Co., Paternoster Row, 1868.

occupied these hills ; and a recent writer has hazarded the opinion that the chief Oder or Other, from whom the name of Huddersfield or Oderesfelt is derived, was a no less distinguished person than the British chief, Uther, the father of the British king, Arthur, whose name is familiar to the readers of Milton in the lines—

“ And what resounds
In fable or romance of Uther's son,
Begirt with British and Armoric knights.” *

The Angles of Northumbria, after subduing the Britons, appear to have erected a fortress, the remains of which still exist at Almondbury, the meaning of which word probably is “the All or well protected burgh or fort,” as that of Godmondham, named in the same age, is the “God-protected home;” mund being an Anglian word implying protection. The Anglo-Saxons also, probably here formed a mark, or the territory of a sept or tribe, the memory of which is preserved in the two Marsdens, or Marksdens, the one in Almondbury, the other in Huddersfield.† At a later period the Danes of Northumbria, whose capital was York and whose southern boundary extended beyond the Humber, penetrated through the valley of the Calder, from the eastern to the western side of England, and established themselves in the more fertile parts of the valley of the Colne, which enters the Calder three or four miles below the town of Huddersfield. Amongst the Danish names are Birkby, “the town of the birch trees,” Quernby, “the town of the quern or millstone,” Slathwaite, or Slaithwaite, “the clearance in the Sloe-trees,” and Kirkheaton, “the church of the high town,” a prefix which is seldom found in England except in places that were occupied by the Danes at or after their conversion to Christianity. It is not unlikely that the local names of Nether Thong and Upper Thong in this neighbourhood are both of them corruptions of the Danish word Thing, which was the name given by that free and warlike people to the places at which they held their military gatherings and their national assemblies.

Huddersfield, or Oderesfelt, is mentioned in Domesday Book as one of the numerous manors of Yorkshire that then belonged to the Norman earl, Ilbert de Laci, the lord of the honour of Pontefract, whose possessions extended over the greater part of the valley of the river Aire, including the sites of the towns of

* Milton's *Paradise Lost*, Book i.

† Census, 1871. Index, p. 685.

Leeds and Bradford, and stretched into the valley of the Calder and its tributaries at Huddersfield and Almondbury, as well as at Elland, one of the fords of the Calder, at Southowram, and at Heptonstall. The following is the brief but interesting account given of Huddersfield in Domesday Book :—" In Oderesfelt (before the Conquest), Godwin, a Saxon thane, had six carucates of land to be taxed (together equal to 1000 to 1200 acres), being sufficient to employ eight ploughs. Now (in 1084-86) the same (Godwin) has or holds it of Ilbert (de Laci), but it is waste. Wood pasture one mile long and one wide. In the time of King Edward (the Confessor), it was valued at 100s. a year" (equal to about £75 a year in modern money). With regard to Almondbury Domesday Book says :—" In Almaneberie, Chetel and Suuen (Ketel and Sweyn, two Danish chiefs, judging from their names), held four carucates of land to be taxed, and four ploughs might be employed there. Now Leusin holds it of Ilbert (de Laci), but it is waste. In the time of King Edward the value was £3 a year (£45 modern money). Wood pasture one mile long and one mile broad."

Huddersfield under the De Lacis.—Huddersfield appears to have remained in the hands of the De Lacis, lords of the honour of Pontefract, for nearly 300 years after the Norman conquest (though once or twice forfeited and restored); and the little that we know of their proceedings on this part of their great estates is favourable to them, and is consistent with a fair amount of improvement according to the notions of those times. We have already mentioned, in our accounts of Leeds and Bradford, the improvement which took place in those two towns under their rule. We have fewer particulars with regard to Huddersfield; but it would appear that the De Lacis established burgage tenure (the freest of all then existing tenures) at Huddersfield and Almondbury, as they also did at Leeds, Bradford, Clitheroe, and several other places. Burgage tenure is expressly mentioned as existing at Huddersfield. We find also that there were mills, probably both corn and fulling mills, at Huddersfield and Almondbury at that time, and that the De Lacis made grants for the repair of those mills. With regard to the land and also to the lordship of Huddersfield, we find accounts of several grants made by them both to laymen and to the priory of Nostel, of which they were the founders and the liberal patrons. Thus we learn from

the Rolls of the third year of King Richard I., 1191-92, that Roger de Laci granted free warren in the manor of Huddersfield, or the right of hunting and hawking, to the prior and the canons of Nostel. It also appears that in the first year of the reign of King John, 1199-1200, the same Roger de Laci granted to William de Bellemont or Beaumont, an ancestor of the ancient family of the Beaumonts of Whitley Hall, near Huddersfield, twelve bovates or ox-gangs of land within that manor. Roger also granted to another of his followers, Colin de Danville, no less than twenty-four bovates of land in Huddersfield, and all his lordship there, with other lands in the same neighbourhood, together with twenty shillings a year (equal to £15 of modern money), from the mill at Huddersfield, with other appurtenances in the same town. It further appears that Roger de Laci granted a portion of the rents of the mill on the river Colne at Huddersfield, to the prior and monks of Whalley, near Clitheroe. At a somewhat later time Colin de Danville, who had received, as above stated, large estates in Huddersfield from Roger de Laci, made a will, by which "for the soul of his lord, Roger de Laci, he gave to God, to the blessed St. Mary, and to the abbot and monks of Stanelaw" (another religious house founded by the De Laci family, and situated on the Cheshire side of the river Mersey), "all his part of the mill at Hudresfelt upon the river Caune" (Colne), "and 20s. annual rent," equal, as already stated, to about £15 a year of modern money.

The Vicarage of Huddersfield.—The original church of Huddersfield is supposed to have been built by one of the Lacies, the holders of the honour of Pontefract, to whom it was given by William the Conqueror when he divided the lands of the dispossessed Saxon thanes amongst his Norman followers. The living, however, seems to have been first granted to St. Oswald's Priory at Nostel by Hugh de la Val (during the temporary attainder of the Lacies) in the time of Archbishop Thurston A.D. 1114, as appears from the chartulary in the British museum. At this period the incumbent appointed by the priory enjoyed the entire profits of the living, and continued to do so until the time of Archbishop Walter Gray, when the most valuable portions of it, consisting of the tithes of hay, corn, and pulse, were awarded to the canons of Nostel Priory, leaving to the clerk only the oblations and emoluments from offerings at the altar, as appears from the fol-

lowing deed of ordination:—Ordination of the vicarage of Huddersfield, extr. chartulary of the priory of St. Oswald of Nostel (Brit. Mus. Cotton MSS. (Vespasian E. 19, fol. 182, *et seq.*) “A.D. 1216.—Walter, by the grace of God archbishop of York, primate of England, to all the faithful in Christ, greeting in the Lord. Know ye that we, on the presentation of the prior and convent of St. Oswald, have admitted Michael de Wakefield, chaplain, to the vicarage of Huddersfield, and have canonically instituted him to the said vicarage, and caused him to be inducted into corporal possession of the same, which vicar also, in respect of his vicarage, shall receive all the oblations and emoluments from offerings at the altar, reserving to the said prior and convent the tithes of corn, hay, of pease and beans, in the lands and farms belonging to the said church, save a suitable manse for the vicar to be assigned to him by the same (prior and convent); and the vicar himself shall sustain all customary charges and obligations of the said church: and that this may remain firm and stable for ever, we have directed that our seal shall be affixed to the present writing.”

The Cotton MSS. (Vespasian E. 19, fol. 436) contains also the following confirmation of the church of Huddersfield to Nostel Priory by Archbishop Walter Gray:—

“Walter, by the grace of God, archbishop of York, primate of England, to his beloved son in Christ, the dean of Pontefract, health, grace, and benediction. Whereas, we have understood that the church of Huddersfield was granted to the sons in Christ, the prior and convent of St. Oswald, for their own use, previous to our having the government of the church of York, [and] unwilling that what was granted to them for pious uses should be in any way invalidated, we command you, as much as in you lies, that you permit them to enjoy peaceable possession of the said church; unwilling also to be prejudicial in any way to them, because Master Robert [no name, but probably Talbot] held the church in farm of them, as appears to us by deeds which we have seen concerning this matter, perfected between them. Given at London the 17 Kalends of February, in the 27th year of our pontificate. Fare-ye-well.”

The following grant of the church of Huddersfield to Robert Talbot by the prior and convent, is without seal or date. Deed of John the prior, and of the convent of St. Oswald, of the

church of Huddersfield, granted to Master Robert Talbot:—"To all the faithful [servants] of Christ who shall inspect this present deed, John the prior and the convent of St. Oswald, of Nostel (wish), health in the Lord for ever. Know ye, from a regard to piety, we have granted our church of Huddersfield to our beloved clerk, Master Robert Talbot, during his life, to be held with all its appurtenances, and that he shall render to us annually eight marks (about £80 of modern money); namely, four within fifteen days from the day of Pentecost, and four within fifteen days from the day of St. Martin in winter; and that he shall undertake all the duties of the said church, and every year in which he shall not pay to us our rent (unless by our will he shall be excused), he shall pay to us as a fine half a mark; and that he will be faithful to us, he hath taken an oath in our Chapter. That, however, this grant may be held good and stable for the future, we have thought it right to confirm and strengthen it by affixing our seal to the present deed." (Cotton MSS. Vespasian E. 19, folio 43.)

Huddersfield at the Time of Pope Nicholas' Valuation, 1292.—The value of the church and vicarage of Huddersfield is shown in an extract from the valuation of English livings, made in the reign of Edward I., with the sanction of Pope Nicholas IV., in the year above named. The following are amongst the principal livings in the deanery of Pontefract and the archdeaconry of York, with their value given in the money of that time, as well as in the money of the present day:—

	Money in Time of Edward I.			Equal in Money of the Present Time to about		
Church of Halifax,	£93	6	8	}	£1,500	0 0
Vicarage of the same,	16	0				
Church of Almondbury,	40	0	0	}	600	0 0
Church of Huddersfield,	9	6	8			
Vicarage of the same,	6	13	4			
Church of Heton,	20	0	0		300	0 0

The entry with regard to Huddersfield, viz., £9 6s. 8d. for the church, and £6 13s. 4d. for the vicarage, is mentioned in another part of this volume.

The Manor of Huddersfield.—The manor of Huddersfield remained in the hands of the De Laci family, with occasional breaks in the possession, until the time of the marriage of Alicia De Laci, the heiress of that great house, to Thomas Plantagenet,

the second earl of Lancaster, when it became part of the possessions of the house of Lancaster. In the 9th Edward II., 1315, Thomas, earl of Lancaster, was lord of Huddersfield, as well as of a multitude of other lordships and manors in the West Riding of Yorkshire, and in many other parts of England. But his possession was short; for in the year 1322, the 15th-16th Edward II., the earl headed a formidable rebellion against the king, was defeated in a severe battle fought at Boroughbridge, in Yorkshire, was taken prisoner, and was afterwards conducted to his own castle of Pontefract, where he was tried, convicted of high treason, and executed as a traitor. The whole of his estates were forfeited to the crown during the life of Edward II., and though most of them were afterwards restored or re-granted to Henry, earl of Lancaster, the brother of Earl Thomas, on the accession of King Edward III., this does not appear to have been the case, at least immediately, with the manor of Huddersfield. That manor we find in the year 1333, the 6th Edward III., in possession of Sir Richard de Birton, who in that year bequeathed to his son, John de Birton, all his manor of Hodresfield, with the rents and services of his tenants, Richard de Hanley, Margery de Quernby, Adam de Hepworth, Adam de Lockwood, and Adam de Blackburne; the witnesses of the will being Sir John de Elland, Brian de Thornhill, and John de Hemming, Kts. But in course of time the manor of Huddersfield, like most of the manors of this district, got back into the hands of the dukes of Lancaster, and ultimately into those of the crown; and we find that on the 30th August, 1599, 41st Elizabeth, the manor of Huddersfield was sold by the crown to William Ramsden, Esq., whose descendants hold it to the present time. We learn from Mr. Joseph J. Cartwright's interesting "Chapters of Yorkshire History," recently published, that there was an inquisition as to the estates of William Ramsden, Esq., taken at Halifax on the 28th August, 1623, shortly after his death, before Thomas Lovell, Esq., the escheator of Yorkshire, and a jury, who found that William Ramsden de Longley, was seized of the manor of Saddleworth, formerly part of the priory of Kirkstiles; of the manor of Huddersfield, and all houses, buildings, lands, tenements, meadows, pastures, roads, reversions, and hereditaments belonging to the same; and of a capital messuage in the town of Almondbury called Longley Hall, &c., &c. Sir John Ramsden,

Kt., is declared to be the son and heir of the above William, and to have been twenty-eight years old at the time of his father's death.

Grant of a Market to Huddersfield.—The progress of the town of Huddersfield down to the time when it passed into the hands of the Ramsden family, and for some years later, appears to have been considerably impeded by the want of a charter or prescription authorizing the holding of a weekly market there. We are told by the Rev. Mr. Watson that there was a market at Halifax, not by charter but by prescription, which, as he states, is just as good as a charter when once it is established. Attempts were also made to create a market at Elland on the river Calder, between Halifax and Huddersfield; but although a charter was obtained there the course of the local trade of the district could not be drawn to that point, although Dr. T. D. Whitaker stoutly maintains that Elland is incomparably the best position for a market, far surpassing in that respect, not merely Huddersfield, but Halifax. This does not appear to have been the opinion of those who were engaged in the trade of the district; and hence the markets of Halifax were well attended from very early times, and those of Huddersfield from the time when the crown authorized them to be held. It was not until after the close of the great civil war, and in the reign of Charles II., that the Ramsdens, the lords of the manor of Huddersfield, obtained the right of holding a weekly market there, which market has gradually grown up and extended until it has become one of the most important in Yorkshire. The following is the charter granted by King Charles II. in the 23rd year of his reign, 1671-72:—

Charter of Huddersfield.—"I, the King, to whom these presents shall come send greeting:—Whereas, from a certain Inquisition taken by our command at Huddersfield, in the county of York, the 12th day of September last past, before the date of these presents, and returned in due form, and now to be found remaining upon record, it appears to us that it will not be to the damage or prejudice of us or any others if we do grant unto John Ramsden, Esq., that he and his heirs may have and hold one market in the town of Huddersfield, on Tuesday in every week for ever, for the buying and selling of all manner of goods and merchandise, and receive the tolls, profits, and advantages from thence coming and arising for him and his

heirs for ever, as by the said inquisition may more fully and at large appear.

“Know ye therefore that we, for divers good causes and considerations us hereunto especially moving, have given and granted, and by these presents for us, our heirs and successors, do give and grant unto the said John Ramsden, his heirs and assigns, that he and they shall have and hold one market in the town of Huddersfield aforesaid, upon Tuesday in every week for ever, for the buying and selling of all sorts of cattle, goods, and merchandise whatsoever; and further, that the said John Ramsden, his heirs and assigns, shall and may have, take and receive to his and their own proper use and uses, all and singular the tolls and profits, and advantages, and emoluments, to such market in any wise belonging, or of right appertaining, or from thence coming and arising, and may have, hold, and enjoy the aforesaid tolls, profits, and other the premises aforesaid, unto the said John Ramsden, his heirs and assigns, to his and their own proper use and uses for ever, without anything to us, our heirs or successors, to be paid or performed. And we do by these presents finally command that the said John Ramsden, his heirs and assigns, shall freely, lawfully, and wholly have, hold, and enjoy the aforesaid market and the tolls and profits to the same belonging, or from thence from time to time coming and arising, according to the tenour and true meaning of these our letters-patent, without any molestation, hindrance, or denial of us, our heirs or successors, or of our sheriffs, bailiffs, officers, or ministers, or any other persons whatsoever.

“Dated the first day of November, in the twenty-third year of our reign. (Charles II., 1671-72).”

Daniel Defoe's Visit to Huddersfield.—The progress of the trade of Huddersfield was tolerably rapid during the whole of the eighteenth century, but it greatly increased after canal and river navigation had been introduced. About the year 1727 Huddersfield was visited by Daniel Defoe, on his tour through England. It was at that time a considerable town and the market of the whole of the surrounding country, even to the foot of the Lancashire hills. Defoe speaks of the trade as chiefly consisting in the woollen goods called kersies, which were produced in abundance in all the neighbouring villages, and were sold at Huddersfield. Oaten bread and oat-cakes were the favourite food of the people,

and he speaks of the ale of Huddersfield as being remarkably good. About twenty years later another celebrated man, John Wesley, visited Huddersfield, in his successful attempts to spread his opinions and doctrines; and after encountering and overcoming great difficulties, he was very successful, and obtained a strong hold on the respect and affection of large classes of the people of this district, which his followers retain to the present day.

Introduction of River and Canal Navigation at Huddersfield.—Great as were the natural advantages of Huddersfield for manufacturing purposes, owing to the water-power furnished by its numerous streams, and the large supplies of coal obtained from the great coal-field of Yorkshire, on the western border of which it stands, it had to contend with great disadvantages up to the middle of the last century, from the want of good roads over the hills that approach it on the west, and from the want of river and canal navigation for the cheap conveyance of minerals and merchandise on the east. The river Calder is the great natural outlet from this district towards the east, and the first step towards the improvement of Huddersfield was the rendering of that river navigable from Wakefield to Halifax, about the year 1780. This established cheap water-carriage within three or four miles of the town of Huddersfield; and soon after the improvement of the Calder was completed a short canal was formed, named the Ramsden Canal, which started from the Calder at Cooper's Bridge, passed under the Blackhouse Brook and the high road from Huddersfield to Leeds, and reached Huddersfield near the King's Mills. In this manner an excellent communication was formed eastward from Huddersfield to the great trading towns of Halifax, Dewsbury, Wakefield, Leeds, and York, as well as to the port of Hull. But far greater and more costly undertakings were required, for the purpose of establishing a system of water-carriage from Huddersfield westward, through and over the mountains forming the Backbone of England, and thence to the city of Manchester and the port of Liverpool. This object was at length effected by means of the Huddersfield Canal, which joined the Ramsden Canal at the south end of the town of Huddersfield, and conveyed goods westward by way of Longwood, Slaithwaite, and Marsden, to the foot of what have been called the English Apennines. There a tunnel, nearly three miles and a half in length, was cut through the

mountains to within two miles of Dobcross on the western side of the hills, through which the canal was carried to the river Tame. After following the valley of the Tame in several of its windings, the Huddersfield Canal united with the Ashton and Oldham Canal near Ashton-under-Lyne. The further navigation to Manchester was then direct, and thence communication was made to Liverpool by a line of water carriage, which was the shortest then existing between Leeds and Liverpool. The forming of the Huddersfield Canal was one of the most difficult and costly works of the last century, especially the cutting of the tunnel, about three miles in length, through the almost impenetrable rocks of the millstone grit. The labour of no less than eighteen years was required to finish this great undertaking; and its projectors, whilst they conferred a great service on the trade of the district, failed to reap any adequate return for their great expenditure. Early in the present century good roads were formed over Standedge (one of the highest and steepest parts of the chain of hills), by means of which a rapid coach communication was kept up for several years between Leeds, Dewsbury, Huddersfield, Oldham, and Manchester. But about the thirtieth year of the present century the railway system was introduced between Liverpool and Manchester, and during the next twenty years that system was extended through the deep valleys and the lofty ridges of this district; thus connecting Huddersfield and the whole of the manufacturing district by which it is surrounded, with every part of Yorkshire and Lancashire, and ultimately with the whole of England, and with the German Ocean on one side, and the Atlantic Ocean on the other.

The Manufactures of Huddersfield.—The manufactures of Huddersfield in early times consisted chiefly of kersies, and the manufactures of the town and neighbourhood are still principally woollens. Down to the middle of the last century the small manufacturers brought their goods to market, and exposed them for sale in the open square in the middle of the town. But in the year 1768 a commodious Piece Hall was erected for their accommodation, by the Sir John Ramsden, Bart., of that time, which was further improved by his son about the year 1780. "The Cloth Hall," says Mr. Charles P. Hobkirk in his "Huddersfield; its History and Natural History," "is a circular brick-building, situated at the top of the street to which it gives its name. It is two stories high externally, and has an

internal diametrical range one story high, which divides the interior into two semicircles. Above the door a cupola supported on pillars is placed, containing a clock and bell for the purpose of regulating the time for commencing and terminating the business of the day. The doors are opened early on the morning of the market day (Tuesday), and closed for business at half-past twelve at noon. They are again re-opened at three o'clock for the removal of cloth, &c., and also on Friday afternoon." Friday has now become, in fact, a second market-day.

Huddersfield obtained an unenviable notoriety in 1812, in connection with the Luddite insurrections. The leaders in the famous attack on Mr. Cartwright's mill at Rawfolds, Cleckheaton, were Huddersfield croppers; and partly in revenge of their failure in that attack, these men plotted and perpetrated that murder of Mr. Horsfall, a local manufacturer, which really brought about the overthrow of their ignorant and baneful movement against machinery. For the sharp retribution which overtook both themselves and many of their confederates, in the Rawfold expedition, cowed and dissolved their bands; many of whom, indeed, were relieved to be rid of leaders whom they had followed more in fear than in sympathy.

Progress of Huddersfield during the Present Century.—At the commencement of the nineteenth century, at the census of 1801, the population of the town of Huddersfield did not amount to more than 7268 persons. During the next ten years, although it was a period of great distress caused by war, by high prices of food, and by the introduction of machinery, which diminished the demand for labour at first, although it has increased it enormously in later times, the population rose to 9671 persons. After the restoration of peace the progress of the town was somewhat more rapid, the population having increased to 13,284 persons in the year 1821; to 19,035 in 1831; to 25,068 in 1841; and to 30,880 at the middle of the present century, according to the census returns for 1851. During the next ten years the population continued to increase, and in 1861 had risen to 34,877 persons. But between the census of 1861 and that of 1871 the boundaries of the borough of Huddersfield were very considerably enlarged for parliamentary purposes; and partly owing to the increase of the trade and prosperity of the district, and partly to this enlargement in the area of the town, the population of the parliamentary borough of

Huddersfield had increased at the census of 1871 to 74,358, being about ten times as large as it was at the beginning of the century, when, as it was seen, it amounted to not more than 7268 persons.

Present Appearance of the Town of Huddersfield.—Huddersfield has always been a handsome town, having been well laid out by the Ramsden family, the sole proprietors, and having great abundance of fine building stone in the neighbourhood. It is well paved, drained, and lighted, and for a manufacturing town, remarkably clean. The new part of the town, north of the old market-place, is laid out in wide and handsome streets. It has, moreover, many fine buildings. Amongst these are the Railway Station, which gave the first impetus to the recent improvements of the town, and caused the opening up of the new part; the Lion Arcade, which faces the station from the lower side of St. George's Square; the Britannia Buildings in the same square; several of the banks; and perhaps finest of all, the lofty and extensive Ramsden Estate Buildings, in which the Huddersfield club has its location. Of late years, too, a portion of the adjoining Thornhill Estate, on the hillside north-east of the town, having become available, the prosperous men of Huddersfield have built themselves commodious and, in many cases, beautiful residences, in great variety. The entrance to the town from that side is unusually attractive. The statue of Sir Robert Peel in St. George's Square, in front of the Railway Station, deserves high rank amongst the many that have been erected to the memory of that eminent statesman.

Churches and Chapels.—In what may be called the town proper, and without including the districts which have been incorporated within the very modern municipality of Huddersfield, there are six Episcopalian churches, one Roman Catholic, and twelve Protestant Dissenters' churches and chapels. The original parish church, as we have already seen, was of great antiquity. It was dedicated to St. Peter, and according to Mr. Hobkirk it "is said to have been built by Walter de Laci in 1073, in pursuance of a vow made when his life was in danger in the morass situate between this place and Halifax. It was a very plain specimen of Norman architecture, small, and furnished with a spire." Its patronage remained in the gift of the prior of St. Oswald of Nostel until the reign of Henry VIII. During the reign of Henry VII. (1506) it was rebuilt and

somewhat enlarged. In 1836 it was again rebuilt, at a cost of nearly £10,000, in the form in which it at present stands, with a tower instead of the old spire." In the annexed list of the vicars of Huddersfield will be found the name of Henry Venn, the eminent author of "The Complete Duty of Man," whom Sir James Stephen, in his celebrated essay "The Evangelical Succession," ranks along with John Newton, Thomas Scott, and Joseph Milner, as one of the four great evangelists of the Church of England in these latter days. "The church of Holy Trinity situate in Trinity Street, opposite the entrance of Greenhead Park, was erected by B. Haigh Allen, Esq., at a cost, including site and endowment, of upwards of £16,000. It was opened for public worship on Sunday, 10th October, 1819, and contains upwards of 1500 sittings, of which one-third are free. St. Paul's Church in Ramsden Street was built in 1829-30, and contains 1243 sittings. Some few years since this church was thoroughly renovated and beautified inside, and in 1865 the organ was completely rebuilt at an expense of more than £300. St. John's Church, Birkby, was built and endowed by Lady Ramsden in 1852-53, and is one of the handsomest churches in the town. Built in the ornamental Gothic style from designs by Mr. Butterworth of London, it is not, like the older ones, of a mixed character, but every part is in strict harmony. Situate almost in the country, surrounded by pasture land, and backed to the north by the Fixby Hills and Grimscar Wood, it presents from every point of view a very pleasing aspect; a neat parsonage house has recently been built on the west side. St. Thomas' Church near Longroyd Bridge is the gift of the Starkey family, and is a very handsome building, rivalling, if not surpassing, St. John's in beauty and character of architecture, but so buried by factories and houses that it is almost impossible to obtain a good view of it from any point: the best is certainly from the canal bridge at Folly Hall." St. Andrew's Church, opened in August 1870, was built by public subscription on land of the value of £1000, given by Sir John William Ramsden, Bart. The cost of the church was a little over £5000, and it contains 550 sittings, all free and unappropriated. The adjoining school buildings cost a little more than £1600, and accommodate 250 scholars. There are good school-buildings connected with each of the other churches above mentioned.

LIST OF THE VICARS OF HUDDERSFIELD.

WHEN INSTITUTED.	NAMES OF VICARS.	PATRONS.	HOW VACANT.
Sept. 2, 1316,	Robert de Ponteburgh,	Priory of Nostel,	Died.
Jan. 19, 1334,	Robert de Apethorpe,	"	"
May 15, 1335,	Robert de Sartine,	"	"
	Thomas Clipperton,	"	"
Sept. 13, 1349,	{ William de Bolton, or William } de Lath de Bolton, chaplain, }	"	"
Oct. 31, 1369,	Robert de L.,	"	"
	John de Wath,	"	"
Feb. 28, 1406,	John de Thornton,	"	Resigned.
June 5, 1409,	John de Byngnam,	"	Died.
Oct. 16, 1409,	John Morlay,	"	Resigned.
June 5, 1420,	Thomas Banwell,	"	"
Oct. 28, 1423,	William Bentley,	"	Died.
April 18, 1466,	Rodger Hicks,	"	"
Jan. 22, 1508,	Peter Longfellowe,	"	Resigned.
Feb. 8, —	Phil. Brode, D.D.,	"	Died.
April 5, 1552,	Gabriel Raynes,	Archbishop,	Deprived.
Oct. 26, 1554,	Edward Baynes,	William Ramsden,	"
	Hugo Gledhill,	"	Died.
June 5, 1581,	{ Robert Ramsden, A.M., arch- } deacon,	John Ramsden,	"
Jan. 11, 1598,	Joshua Smyth,	William Ramsden,	"
Sept. 2, 1619,	Edward Hill, A.M.,	"	"
	Henry Hyrst,	"	"
May 10, 1673,	Richard Wilson,	John Ramsden,	"
March 9, 1673,	Thomas Clarke,	"	"
	Thomas Heald,	"	Died, 1734.
	Thomas Twissellow,	"	" 1741.
	Charles Danbury,	"	Resigned, 1753.
	Samuel Sandford,	"	" 1759.
	Henry Venn,	"	" 1772.
	Harcar Brook,	"	Died, 1773.
	Joseph Trotter,	"	" 1784.
	John Lowe, B.A.,	"	Resigned, 1789.
	John Ramsden, LL.B.,	"	" 1791.
Dec. 10, 1791,	John Coates, M.A.,	"	Died, 1823.
Dec. 24, 1823,	James C. Franks, M.A.,	"	Resigned, 1839.
Aug. 20, 1840,	Josiah Bateman, M.A.,	"	Exchanged, 1855.
Oct. 10, 1855,	Samuel Holmes, M.A.,	"	" 1866.
Aug. 4, 1867,	W. B. Calvert, M.A.,	"	"

The vicar pays an annual *pension* to the parish church of Dewsbury (the mother church of this neighbourhood) of £2 13s. 6d., which also receives the following amounts from the parishes named below :—

Kirkheaton,	£1 3 4	Bradford,	£0 8 0
Almondbury,	2 6 8	Thornhill,	0 14 0
Kirkburton,	4 0 0		

All the other Christian bodies have their places of public worship at Huddersfield. The Independents or Congregationalists have four; namely, Highfield, where their first chapel was

opened in 1772, and where a second was erected, on the same site but on a larger scale, in 1844, containing 1086 sittings, and built at a cost of nearly £4770. A former minister of this chapel was Dr. Samuel Boothroyd, whose translation of the Hebrew Scriptures obtained for him deserved repute. The Independent chapel in Ramsden Street contains 1400 sittings, and was built in 1825 at a cost of £6500. The first minister of this chapel, the Rev. John Eagleton, was a preacher of rare ability and eloquence, as appears from his published sermons. His sermons, on special occasions, drew crowds from many miles around. Mr. Eagleton died in 1832. The Hillhouse Congregational Church, opened on the 15th February, 1865, contains about 750 sittings, and cost £3650. The George Street Independent chapel, originally built for members of the Evangelical Union in 1856, contains about 750 sittings, and cost £3650. The Baptists have a chapel in Bath Buildings. The Unitarians have a handsome chapel in Fitzwilliam Street, built in 1854 in the Gothic style, at a cost of about £3000. The Roman Catholic chapel in New North Road, built by subscription in 1832 at a cost of £2000, is a neat and commodious building, dedicated to St. Patrick. The Wesleyan Methodists have a chapel in Queen Street, which is one of the largest in the kingdom. It replaced an old one, was built in 1819 at a cost of £15,000, and has accommodation for about 2000 persons. The other Wesleyan chapel, in Buxton Road, was built in the year 1775, but rebuilt in 1837 at a cost of £10,000, and contains about 1400 sittings. The New Connection Methodists have a superb Gothic chapel in High Street, rebuilt in the year 1867, which has cost nearly £10,000, and affords accommodation for 1500 persons. Brunswick Street chapel, in the New North Road, was built by the Free Wesleyans in 1859 at a cost of £7500, and has 1400 sittings. They are also just finishing a new and beautiful chapel at Hillhouse. The Primitive Methodists have one large chapel in Northumberland Street, and a small one in South Street. There are Sunday schools connected with all the above chapels, and some of them have separate buildings, both large and handsome, as Queen Street, High Street, and Highfield, whilst Ramsden Street chapel has turned the old court house into a series of class-rooms.

Literary Scientific and Educational Institutions.—Huddersfield is well supplied with literary and scientific institutions. The hall of the Mechanics' Institution, a large and commodious building situate

in Northumberland Street, was erected in 1860 at a cost of about £4000, the previous building having become too small. This institution was founded in 1840, mainly through the zeal of Mr. Frederic Schwann, who, not succeeding in his first efforts to obtain co-operation, conducted evening classes for young men in his own warehouse for many months. It has long been known as one of the best, in England, of the valuable class of institutions to which it belongs. Its work is more decidedly and methodically educational than that of most mechanics' institutes; having in the year 1873 671 pupils in its classes, and a large staff of paid and unpaid teachers. The total number of members was 1459. It has a library of more than 5000 volumes. The building contains a lecture-hall, a reading-room, library, class-rooms, and a penny bank; the latter is in a very flourishing condition, the deposits having in 1873 amounted to nearly £2700, and the depositors to upwards of 7000 persons. The Huddersfield Subscription Library is of many years' standing, and well supplied with books. The Huddersfield Literary and Scientific Society, formed in 1857, has for its object the study of the higher branches of science, literature, and art. During the winter months meetings are held every fortnight, at which papers on various subjects are read and discussed; and in the summer months excursions are taken by the members to different parts of the neighbourhood for the practical study of natural history. There is in connection with this society a small museum, containing a good collection of specimens, geological, mineralogical, entomological, and conchological, and a small herbarium; there is also a standard library of reference. The Huddersfield Naturalist Society was formed in 1848 under the patronage of the earl of Dartmouth, one of the great landowners of the neighbourhood. The Huddersfield Archæological and Topographical Association was established in 1863 for the purpose of examining, preserving, and illustrating the history, architecture, manners, customs, arts, and traditions of our ancestors, with a view of compiling a history of the south-western portion of the county of York. It has since extended the field of its operations to the whole of this great county. The Huddersfield College was founded in 1838, on the initiative of the late Mr. William Willans, and at midsummer of the year 1874 had 226 pupils. It is affiliated to the London University, and has done good service not only to the town, but

to the county. The Girls' College, recently established, is also a flourishing institution. Both are on the undenominational principle. The Collegiate School was founded shortly after the college, and is connected with the Established Church. The Huddersfield School Board has taken the working of the new Education Act zealously in hand, and its first school-building, now erected, is worthy of the character of the town. The first chairman of the board was Mr. Wright Mellor, and the second is Mr. C. H. Jones. Amongst other institutions at Huddersfield are an athletic club and a riding school, now used as the armoury of the 12th West Riding volunteers. The Huddersfield Infirmary, which grew out of a dispensary founded in 1814, was built in 1829-31. It is a handsome building, with Grecian front, beautifully situated in its own grounds. A wing was added to it in 1861, and in May of the present year (1874) a second wing was opened by Sir J. W. Ramsden, Bart., whose family and himself have been generous contributors to the funds of the charity. On this occasion there were present Dr. Turnbull, who has been one of the physicians to the institution since 1817, and Mr. J. C. Laycock, who has been honorary secretary since 1821; both gentlemen took an active part in the proceedings of the day. In 1869 the benefits of the infirmary were extended "by the invaluable accession to its resources, of the availability and use of the Meltham Mills Convalescent Home for its recovering patients"—a home built and munificently endowed by the late Mr. Charles Brook. The present capacity of the infirmary is 120 beds. Huddersfield also possesses a model lodging-house, with ample and well-kept accommodation.

The Huddersfield Chamber of Commerce.—This most useful institution, which was founded in the year 1853, has done much to advance the trading and commercial interests of this town and neighbourhood, and also to promote sound commercial principles. The reading-room connected with it is supplied with all the best daily papers, both metropolitan and provincial, and telegraphic despatches are there received from London several times in the day.

Banks.—Huddersfield is well supplied with banking facilities. Besides flourishing branches of several of the leading Yorkshire banking companies, it has its own local association—the Huddersfield Banking Company—which has from the first been conducted

of the borough were greatly extended by the Reform Act of 1868, which included within the parliamentary borough 15,610 houses, and a population of 74,358 persons, dwelling on an area of 10,498 statute acres. The increase between 1861 and 1871, partly owing to the extension of the limits, and partly owing to the rapid growth of the population, was 39,481 persons. The occupations of the people of Huddersfield show very clearly what are the great sources of its wealth and industry. Amongst the male population above twenty-one years of age, the number of persons employed in all capacities in the wool and cloth manufacture was 4590; the number of wool and woollen dyers was 143; the number of cloth merchants and dealers was 180; the number of woolstaplers was 18, and of fullers, 18. The number of males above twenty years of age engaged in the worsted manufacture was 67; of blanket manufacturers, 1; of carpet and rug manufacturers, 30; of silk and satin manufacturers, 74; of silk dyers, 7; of silk merchants, 2; of flax and linen manufacturers, 3; of cotton manufacturers, 488; of calico and cotton dyers, 38; and of weavers not otherwise described, 182. But the number of females above twenty years of age engaged in these manufactures was also very large, independent of children. The number of females above twenty years of age employed in the wool and cloth manufacture was 2368; in the worsted manufacture, 25; in the silk and satin manufacture, 42; and in the cotton manufacture, 577. The number of persons engaged in minerals, or in works connected with them, was—coal merchants and dealers, 68; gas-work service, 57; stone quarriers, 107; stone merchants, 40; labourers in clay, 18; brickmakers, 95; and railway labourers, 119. The number of iron manufacturers was 291; tinplate workers, 50; brass manufacturers, 29; whitesmiths, 66; and blacksmiths, 155. The local occupations of Huddersfield are better shown from table 108, vol. iv., in the Census of 1871 than from the above numbers, which are taken from the same work:—Engine and machine makers, 334; spindle makers, 141; wool and cloth manufacturers, 11,292 (males), 6005 (females), all above twenty years of age, independent of children; wool and woollen dyers, 332; worsted manufacturers, 232 (males), 84 (females); silk manufacturers, 108 (males), 148 (females); cotton manufacturers, 938 (males), 1223 (females); coal miners, 569; stone quarriers, 627; iron manufacturers, 404.*

* Census of England and Wales, 1871, vol. iv. pp. 116-122.

Antiquities and Objects of Interest in the Neighbourhood of Huddersfield.—We have already mentioned that the Huddersfield Archæological and Topographical Association, founded in the year 1863, had in the year 1865 made careful examinations, with very successful results, at Slack, the supposed site of the Roman station of Cambodunum, on the western side of the parish of Huddersfield, at and near to which place numerous Roman remains have been discovered during the last 130 years. The result of these examinations was to confirm the opinion, that a Roman station had existed at that spot. So long ago as the year 1736 a Roman altar was discovered at Slack, with respect to which the Rev. Mr. Watson, the historian of Halifax, writing in 1775, observed :—"When I was examining the course of the Roman way in 1757, I chanced to see this altar standing in a farmer's yard, and desiring to be shown where it was found, was conducted to that part of the station where not only three stone walls centre, but also three lordships. Having had this curiosity for some years in my own possession, I presented it at last to the Rev. Mr. Whitaker, who in his "History of Manchester," has given the public an engraving of this and another stone found here, which I also gave him, with the word OPUS upon it. The reading on the altar I take to be 'Fortunæ Sacrum. Caius Antonius Modestus, Centurio Legionis Sextæ Victricis, Posuit et Votum Solvit:' that is, 'Sacred to Fortuna (the goddess), Caius Antonius Modestus, Centurion of the sixth Roman Legion, placed in fulfilment of a vow.' It was discovered, in 1736, amongst the ruins of a building manifestly composed of Roman bricks, many of which are yet to be seen in the common fence walls there. I measured one" (brick) "which was seven inches and a half square, and three inches thick, but was informed that bricks had been dug up there twenty-two inches square. One room in this building, according to the report of some workmen who destroyed it, was four yards long and about two and a half broad, but betwixt three and four yards below the surface of the ground paved nearly a yard thick with lime and bricks brayed (beaten) together extremely hard. In one corner of this room was a drain about five inches square, into which as much water was conveyed as would have turned an overfall mill, yet no vent could be discovered." A few years ago the Rev. J. K. Walker, of Dean Head in Slack, discovered the undoubted remains of a Roman hypocaust, formed for the purpose of heating a set of Roman baths

at the same spot. The remains discovered by him consisted of a large mass of Roman cement; of seven tiers of pilasters, of which there were seven in each tier; of the roof of a furnace, composed of square stones, above which was a layer of Roman bricks of handsome appearance, each twenty-one inches square, and a series of closely-cemented flues that nearly surrounded this quadrangular structure, some of which being scored very regularly gave it such an air of neatness and symmetry that it was compared by the bystanders to the front of an organ. This hypocaust has been carefully preserved, and now stands on the grounds of Greenhead, under an arch composed of tiles, stones, &c., found at Slack, over which ivy has grown, giving to the whole a venerable appearance.* Under the direction of the committee of the Huddersfield Archæological and Topographical Society further researches were made in October, 1865, and on the 22nd October of that year the whole of the foundations of a large building were uncovered, the external walls of which were about sixty-eight feet long by fifty-six feet wide, two feet in thickness, and laid upon a course three feet six inches in breadth, and including several cross walls evidently the basement of separate rooms. In the month of November of the same year another floor, twenty-four feet by twenty feet, resting upon pillars, was also discovered; and on the 28th November the floor of a bath was found in a corner of No. 2 hypocaust, about fifteen feet by eight feet in size. Altogether the number of hypocausts discovered was five, from which it is concluded that this building was the "public baths" of the station, with separate accommodations for the officers and the common soldiers. In 1866 a sepulchre of very interesting character was found in the same neighbourhood, and in addition to these buildings a considerable number of coins were found, chiefly of the reigns of Vespasian (A.D. 70-9) and Nerva (A.D. 96-8). On one of the coins of Vespasian is a palm tree, with the inscription, "Judæa Capta," to celebrate the capture of Jerusalem a few years before.

It may be well to mention that Cambodunum, besides commanding one of the most important military passes, and much the longest and most important Roman road in Britain, stood within a short distance of the line at which the outposts of the sixth Roman legion, whose headquarters were at Eboracum or York, met the outposts of the twentieth Roman legion, whose

* Hobkirk's Huddersfield, p. 47.

head-quarters were at Deva or Chester. Nearly the whole of the Roman works found on what we call the Yorkshire side of the Pennine chain or Backbone of England, were constructed by the officers and soldiers of the sixth victorious legion, whilst nearly all the works constructed on what we now call the Lancashire and Cheshire side of that range, were constructed by the soldiers of the twentieth victorious legion. At Mancunium or Manchester there are remains of both legions.

The erecting a temple to the imaginary goddess named Fortuna, or Fortune, is very characteristic of the age when the worship of Jupiter and the other gods and goddesses of the Greek and Roman Pantheon was rapidly dying out, and when the belief in Christianity was not generally diffused throughout the empire. At that time Fortune, whom they described as a goddess, was alone worshipped. As Pliny says, "throughout the whole world, in all places, at all times, and by the voices of all, Fortune alone is invoked." It is not without interest that an officer of this legion should have erected an altar to Fortune on the wildest parts of the moors of Britain, at the time when this imaginary goddess was worshipped by emperors and their flatterers. Some years before the date of the inscription at Cambodunum, one of the greatest of Latin poets (Horace), addressed an ode to the goddess Fortune, who had a splendid temple at Antium on the shores of the Mediterranean, praying her to preserve Cæsar, that is, Augustus, who was then proposing to proceed to Britain, though he never succeeded in effecting that somewhat dangerous expedition. But in anticipation of one of his expeditions to Britain, Horace wrote as follows:—

"O Diva, gratum quæ regis Antium,
Præsens vel imo tollere de gradu
Mortale corpus, vel superbos
Vertere funeribus triumphos :

"Serves iturum Cæsarem in ultimos
Orbis Britannos, et juvenum recens
Examen, Eois timendum
Partibus, Oceanoque Rubro :"

That is, "O goddess, who presidest over beautiful Antium; thou that art able to exalt mortal men from the most abject state, or to convert superb triumphs into funerals! . . . Preserve thou Cæsar, about to undertake an expedition against the Britons, the most distant people in the world, and also (preserve) the new levy of (Roman) youths, to be dreaded by the eastern regions, and (on the shores of) the Red Sea"—the two most distant points over which the Roman emperors claimed dominion at that time.*

* Q. Horatii Flacci Carminum Liber, vol. i. p. 35, Ad Fortunam.

Kirkburton Church, Woodsome Hall, Almondbury Church, and Whitley Hall.—At the meeting of the British Archæological Association, held at Sheffield in September, 1873, the members, under the able guidance of Mr. Fairless Barber, visited a number of the interesting objects of antiquity still remaining in the neighbourhood of Huddersfield.

Kirkburton Church was first visited, Mr. Fairless Barber explaining its history. Fragments of a Saxon crucifix, which were found in the chancel wall during the recent restoration, were examined; as was also the hagioscope, through which lepers or infected persons could witness from the outside the elevation of the Host. The church records show that a dispute between two parishioners as to the respective places of kneeling, was settled in 1490 by Kirkgrave de Grey. Mr. Birch, palæographer to the association, recommended additional care in the keeping the register, dating from Henry VIII. At Woodsome Hall, Lord Dartmouth conducted the party over that old-fashioned and interesting building, portions of which appear to belong to the sixteenth century. After inspecting Almondbury Church, Castle Hill, with its prehistoric earthworks, was ascended, affording a magnificent view of distant hills and vales. Proceeding to Armitage Bridge, the party were handsomely entertained by Colonel Brooke, who exhibited a fine collection of Roman remains from Slack, as well as some rare illuminated manuscripts and copies of the first four editions of Shakspeare. Mr. Charles Hobkirk mentions the following facts respecting Almondbury and Elland in his "History of Huddersfield:"—In the desperate civil wars between King Stephen and the Empress Maude, the daughter of King Henry I., Stephen is said to have built, or possibly to have repaired, a castle at Almondbury (on Castle Hill, as it is still called), which was afterwards again confirmed to Henry de Laci, the lord of the manor. In the reign of King Edward I., in the year 1272, the king granted to Henry de Laci the right to hold a market at Almondbury on Monday in every week. But the attempt to establish a market at Almondbury, at least on an extensive scale, seems to have failed, just as the attempt to establish a market at Elland failed, although a royal charter was granted for the latter object in the 10th year of Edward II., A.D. 1317.

Whitley Hall, or Whitley Beaumont, the ancient seat of the Whitleys of Beaumont, was also visited. As we have already men-

tioned, these estates were granted to William de Bellemonte by Johannes de Laci, in the time of the early Plantagenet kings of England. It is one of the finest residences existing in this part of Yorkshire, and possesses many beautiful ornaments and interesting associations.

Kirklees the Burial-place of Robin Hood.—Kirklees, the ancient seat of the family of the Armitages, also possesses interest as the site of an ancient camp supposed to have been formed by the Romans, of the only monastic house in the neighbourhood of Huddersfield, and as the place where the famous outlaw, Robin Hood, is said to have died and to have been buried. In the present age it derives an additional interest from the charming descriptions given by Charlotte Bronte, in her delightful Yorkshire story of "Shirley," the scene of which is laid in this neighbourhood. The camp at Kirklees was described by Dr. Richardson in a letter to the well known Oxford antiquary, Thomas Hearne, as "a camp of a square form, containing two or three acres of ground, secured by a bank of earth and a ditch which has given name to the ground, being called Castle Field, though there was never any building on it." The Rev. Mr. Watson says, "I am clearly of opinion that this was an ancient military station, but cannot learn that any Roman way went near it, so that it might not belong to that people."

The fact of the early existence of the priory, however, admits of no doubt; and it is the only ruin of antiquity, in the neighbourhood of Huddersfield, of this class. It was founded by Regner le Fleming in the year 1155, 2nd Henry II., was dedicated to the Blessed Virgin and St. James, and was inhabited by an order of Benedictine nuns. The foundation was confirmed by William, earl of Warren, and also the possession of a donation made by Regner, the son of William Flandrensis, or the Fleming. There is here in the park a tombstone and an inscription, on what is supposed to have been the burial-place of that famous outlaw, Robin Hood. The inscription is not now regarded as authentic, and recent researches throw even greater doubt than before existed on the date, 1247, and on the assumption that Robin Hood ever was or claimed to be, Robert, earl of Huntingdon. But there is little reason to doubt that Robin Hood died and was buried at the priory of Kirklees.

DATES OF THE PRINCIPAL EVENTS CONNECTED WITH THE HISTORY OF HUDDERSFIELD.

Roman Period, A.D. 41-420. The remarkable discoveries at Slack, the undoubted site of the Roman station at Cambodunum, show how close was the connection of the Roman power with this part of ancient Britain.—Yorkshire: Past and Present, vol. ii. p. 439.

The Second British Period, of uncertain duration.—The British dominion restored in this district, after the retirement of the Romans from Britain.—Vol. ii. p. 420.

Anglian Period, A.D. 450-850.—The ruins of Almondbury show the importance of this position, at the entrance into the valley of the river Colne, in the Saxon times. This is also shown by the existence of two Anglian Marks in this neighbourhood.—Vol. ii. p. 420.

Danish Period, A.D. 850-1050.—The numerous Danish names in the valley of the Colne show the presence of that warlike people.—Vol. ii. p. 420.

1084-86.—Huddersfield at the Domesday Survey.—Vol. ii. p. 420.

1084-86.—Huddersfield under the De Lacis.—Vol. ii. p. 421.

1114.—The church of Huddersfield granted to St. Oswald's priory at Nostel.—Vol. ii. p. 422.

1216.—Establishment of the vicarage of Huddersfield by Archbishop Walter de Gray.—Vol. ii. p. 422.

1292.—Huddersfield at the time of Pope Nicholas' valuation.—Vol. ii. p. 424.

1599.—The manor of Huddersfield sold by the crown to William Ramsden, Esq., in the 41st Elizabeth.—Vol. ii. p. 425.

1671-72.—Grant of a market at Huddersfield to John Ramsden, Esq., by Charles II.—Vol. ii. p. 426.

1727.—Daniel Defoe's visit to Huddersfield.—Vol. ii. p. 427.

1768.—The Piece Hall erected by Sir John Ramsden, Bart., and improved by his son.—Vol. ii. p. 429.

1780.—Introduction of river and canal navigation at Huddersfield.—Vol. ii. p. 428.

1801-71.—Progress of Huddersfield during the present century.—Vol. ii. p. 430.

Present appearance of the town of Huddersfield.—Vol. ii. p. 431.

Churches and chapels at the present time.—Vol. ii. p. 432.

List of the vicars of Huddersfield.—Vol. ii. p. 433.

Literary, scientific, and educational institutes of Huddersfield.—Vol. ii. p. 434.

Huddersfield Chamber of Commerce.—Vol. ii. p. 436.

CHAPTER VI.

THE HISTORY OF THE BOROUGH OF DEWSBURY.

DESCENDING the river Calder, we next come to Dewsbury, a large and rapidly increasing town on the banks of that river, and standing also on one of the richest parts of the Yorkshire coal-field. It is a place of very great antiquity, which has increased rapidly during the present century in population and wealth, has risen to the rank of a parliamentary and municipal borough, and is now accounted one of the six great manufacturing towns of the woollen district of Yorkshire.

The history of Dewsbury is supposed to date from the seventh century, when Paulinus, the apostle and bishop of the Northumbrians, introduced Christianity into this part of England. When Camden visited Yorkshire in the time of Queen Elizabeth, Dewsbury was chiefly remarkable for the extent of its parish, for its church, and for an ancient Anglian cross, which bore an inscription stating that Paulinus had preached and ministered there. This tradition is in no respect improbable, for we know, from the Venerable Bede's history of the English church and nation, that Paulinus visited many parts of the kingdom of Northumbria, of which this was then a portion, and that he baptized numbers of his Anglian converts in the rivers of that district. The river Swale in the North Riding of Yorkshire, below the old Roman station at Catterick Bridge, but near to Topcliffe, is mentioned as one of those rivers; and there is no improbability, at least, in the tradition of his having done, on the banks of the Calder, what we are expressly informed that he did on the banks of the Swale. In connection with this tradition respecting Paulinus, we are disposed to attach some importance to the first part of the name of Dewsbury, which seems either to mean the Hill of God from Duw (God) and burg (a hill), in the language of the Christian Britons, or the Hill of Tui or Tuisco, that particular god who was most venerated amongst the German tribes, and from whom our name of Tuesday is derived. Tacitus, in his account of the Germans, says, "In their songs, their

only mode of remembering and recording the past, they celebrated an earth-born god, Tuisco, and his son Mannus, as the origin and founders of their race." The missionaries of the age of Paulinus willingly adopted the Anglian names, places, and seasons of worship, in spreading the doctrines of Christianity. Thus the name of Easter is derived from one of the Anglian months of spring, which was honoured in their religion before it became the great feast of the Christian world ; and for ages the name of the Anglian festival or season of Yule has been preserved as one of the names of Christmas. In the same age we find that Godmundham (the God-protected home), in the East Riding of Yorkshire, was made the site of a Christian church, after having previously been that of an Anglian temple, and perhaps after having also been the site of a British temple in a still earlier age, and that the name of Almond-bury (the all-protected hill), which may also have had a religious origin, was supposed to be connected with the name of St. Alban, the first British martyr. Daw-green, Dewsbury, is probably named from the old British word Duw, which, as nearly as possible, resembles the French word Dieu (God) in form and meaning.

There is thus no doubt that Dewsbury is a place of great antiquity. Early in the present century, about the year 1819, an old iron spear in good preservation, supposed to be of Roman, or of very ancient workmanship, was found in making an excavation on the estate of Mr. Halliley, of Dewsbury ; and in the year 1821 Mr. Carrett of that place, in digging foundations for new buildings near the parish church, found inclosed in a small building of stone about five feet square, covered with a strong arch of stone, three feet below the surface, an ancient drinking vessel of small size, supposed also to be of Roman workmanship. At the same time was found an old well about eight yards deep, walled round with stone and filled up with rubble stones. In 1766-67, the walls of Dewsbury church gave way, and it became necessary to pull them down to some extent, though as much of the inside of the church as could be preserved was carefully sustained. This partial demolition of the ancient church brought to light, not indeed the original cross of Paulinus, but some remains probably of equal antiquity, which were deposited carefully in the garden of the vicarage house. Amongst the most interesting of these was part of a Saxon tomb.* They are now to be seen in the parish church. The greater portion of the

* Edward Baines' History, &c., of the County of York ; vol. i. p. 162. 1823.

borough is included in the rectory manor of Dewsbury, "to which a court baron is attached; all the manor court rolls from the time of Queen Elizabeth, who was lady thereof, which are fairly written on parchment, up to the present time, are now in the possession of Charles Henry Marriott of Dewsbury, who is the present lord thereof."

Early Lords of Dewsbury.—The manor of Dewsbury was part of the great lordship of Wakefield, which extended over nearly the whole of the valley of the Calder, at the time when the Domesday Survey was made. Previous to the Norman conquest it had been a portion of the possessions of Edward the Confessor, from whom it passed, after the Conquest, into the hands of William the Conqueror. It was subsequently granted to the earls of Warren, who were among the most powerful lords of this district, in whose hands it remained for several ages. There was a church there, and a considerable amount of arable land, amounting to several hundred acres in modern measurement, at the time of the Domesday Survey. The church had no doubt existed from very early times, and has since then been frequently renewed.

The Thornhills and the Saviles.—In the year 1236, Thornhill, near Dewsbury, was in possession of Sir John Thornhill, Kt., of Thornhill Hall; and in the year 1370–71, Elizabeth, heiress of Simon de Thornhill, married Henry Savile and took the estates into that celebrated family. The Saviles in various branches have produced many able men, and have risen to great honours in the state, some of which they still retain. We have spoken of the Saviles, marquises of Halifax and barons of Elland, in our history of Halifax; and, in our history of Leeds, of Viscount Savile of Howley, who assisted in obtaining the first municipal charter for that borough, and whose descendants became earls of Sussex. Sir Henry Savile, who lived in the reign of Henry VII., was the father of Sir Robert Savile, the ancestor of the Saviles of Howley. Sir John Savile of Howley, whom we have mentioned, held a most prominent position in the county of York, which he represented in several successive parliaments in the reigns of James I. and Charles I. He claimed to be the great patron of the woollen manufacturers of that day, and his stately house at Howley Hall, Dewsbury, which was erected in the reign of Queen Elizabeth and was completed about the year 1590, was said to have been built, amongst other reasons connected with his large estates, in order to uphold the influence of

the Savile family among the small manufacturers, many of whom had votes for the county. In the year 1614, Sir John Savile, being at that time one of the members for Yorkshire, took a very conspicuous part in a debate in the House of Commons about a new patent for dyeing and dressing woollen cloth, or in other words about a new monopoly, intended to regulate the trade by turning a portion of the profits into the hands of the patentees, who were people of great influence about court. "He told his hearers that some thousands of pounds' worth of cloth remained upon the hands of the manufacturers in his county, the buyers (of cloth under the new law) being so few; that 13,000 men were occupied with this kind of work (the woollen manufacture) within ten miles of his house, 2000 of whom were freeholders, and the value of whose respective stocks varied between £5 and £20 of money. There were also 800 householders, makers of cottons (which, however, was only another name for a particular kind of woollen goods resembling fustians), who were not worth 30s. each." In conclusion he told the house that "he thought the state of the country could not endure a month longer;"* and there can be no doubt that the frequent granting of patents, which were in general nothing better than monopolies, was one cause of the extreme unpopularity of the court in the time of James I. and Charles I.

It was chiefly by the assistance of the clothiers of the West Riding that Sir John Savile, as he then was, was raised to the position of one of the representatives of the county of York; but the latter part of his career was unfortunate, for he came into direct collision with a still more celebrated Yorkshire politician, viz., Sir Thomas Wentworth, afterwards the great earl of Strafford, who also commenced his career as one of the members for the county of York, and whose extraordinary talents and determination enabled him to crush all who came in his way, in the early part of his most successful, though ultimately most unfortunate, career. In the great Civil War the son and successor of Viscount Savile took the part of the king, and his mansion at Howley Hall was fortified and held as a royal garrison, until the great success of the Fairfaxes, and of the parliamentary party of the West Riding, rendered further resistance useless. Even after the Civil War, Howley Hall was considered one of the finest mansions in Yorkshire, although it has long since been reduced

* Chapters of Yorkshire History, by Mr. J. J. Cartwright, p. 184.

to ruin, and almost entirely destroyed. Ralph Thoresby, who visited both Dewsbury and Howley Hall in the latter part of the seventeenth century, speaks with admiration of the magnificence of the hall, but states that he could not find any remains of Paulinus, either at the town or the church of Dewsbury. That might well be so after a lapse of a thousand years; but from the authority of Camden there can be no doubt that the visit of Paulinus to this part of the vale of Calder was long authenticated, both by a cross and an inscription. We know from the Venerable Bede that the labours of Paulinus extended northward from the city of York to the borders of Scotland, and southward to Lincoln and Lindsey, and there is no reason to doubt that they extended westward, at least to the valley of the Calder. For many ages nearly all the parishes around Dewsbury paid a slight tribute to the parish church there, which can only be accounted for on the supposition that that church possessed a certain superiority in very early times. No other mode of accounting for those payments has ever been suggested.*

Amongst the greatest and noblest members of the house of Savile, was Sir George Savile, Bart., the friend of Edmund Burke, of the marquis of Rockingham, and of the most distinguished public men of the eighteenth century, who died in the year 1784, and was interred, amidst the sincere and well-merited respect and affection of the people of Yorkshire of all classes, in that great Yorkshire mausoleum, the minster at York, where an inscription which still remains does nothing more than justice to his memory. He died unmarried; and by a will made in the year 1743 his estates were devised to the second son of his sister Barbara, wife to Richard Lumley Sanderson, the representative of the ancient family of Lumley, who became earl of Scarborough, and from whom they have come down to the present possessor. "Between Thornhill-lees and Dewsbury, going by the right bank of the river Calder, stands the newly-built Savile Town, having many new mills and other buildings, and connected with the rest of the town by a bridge built in 1862. To encourage the erection of solid and substantial buildings, the land was conveyed, by trustees of the late earl of Scarborough, on leases for 999 years for buildings not costing less than £500 each, and for 99 years in cases of smaller buildings."†

* Yorkshire: Past and Present, vol. ii. p. 438.

† Walks in Yorkshire, Wakefield, and Neighbourhood, by W. S. Banks.

Rapid Rise of the Modern Town of Dewsbury.—Dewsbury always had considerable advantage, from its position on the river Calder at the point at which that river approaches nearest to the river Aire, and on the shortest line of road between the towns of Manchester, Huddersfield, and Leeds. Even before the Calder was made navigable as high up the river as Dewsbury, there was a considerable intercourse through that place between Leeds and Huddersfield, which was then carried on over the hills that separate the valleys of the Aire and the Calder, chiefly on the backs of pack-horses. An account of this traffic is found in Mr. Scatcherd's "History of Morley," that being one of the places through which the trade was carried on. Speaking of pack-horses or, as he calls them, "bell-horses," he says:—"I have a faint recollection of their passing through Morley twice a week, on Mondays and Thursdays. As I am told, they were called pack-horses from carrying large packs of cloth, &c., on their backs. When I saw the bell-horses at Morley, passing on to Dewsbury and Thornhill, the first horse only wore a bell. The roads were then narrow and rugged, with deep ruts, and the causeways generally were single and uneven. The bell-horses always kept this footpath, and forced therefrom travellers of every description, so that on dark nights, and especially in the winter time, the bell of the proud leader was a most useful appendage. These roadsters ceased to travel, some time, as I fancy, about 1794, but I cannot ascertain the precise date."

Commencement of Water-carriage at Dewsbury.—Near the end of the last century a still further impulse was given to the prosperity of Dewsbury by the opening of the navigation of the river Calder, both upwards and downwards, through Dewsbury, to Halifax, Huddersfield, and Wakefield. This was still further increased by the forming of the Ramsden and the Huddersfield canals, which completed the line of internal navigation from Dewsbury to Manchester, and rendered that the shortest line for conveying merchandise between Leeds, Manchester, and Liverpool. But instead of pack-horses being then used between Leeds and Dewsbury, light spring vans were introduced, by which the goods sold in the Leeds markets were forwarded to Dewsbury the same evening, where they were put on board the canal and river boats, and were sent on to Manchester, so as to reach that place in sixty hours from Leeds, which was then considered a remarkably short time for the conveyance of heavy goods a distance of forty or fifty miles.

Already, at the beginning of the present century, a number of woollen factories had been erected on this rich portion of the Yorkshire coal-field, which were drawing together and employing artizans and mechanics from the neighbouring villages and from more distant places. Describing Dewsbury as it was about the year 1823, as we well remember it, a very competent authority says:—"This town" (Dewsbury) "stands at the foot of a hill, near the river Calder, and is a place of great antiquity. For some years it has been again rising into consequence. It can now boast many extensive manufacturing establishments for blankets, woollen cloths, and carpets; and the population, as well as the wealth of the town, is rapidly on the increase. Three new churches are about to be erected in this parish" (1823) "under the Million Act" (passed for erecting churches, at the close of the great French war), "the sites of which are to be at Earls-Heaton, Hanging-Heaton, and Dewsbury Moor. Besides the Established church, there are two Methodist chapels and one Calvinistic dissenters' chapel; there are likewise two free schools for boys and girls, and one school where the national system of education prevails. This place is admirably situated for its inland navigation, which extends along the whole of the navigable part of the river Calder, and affords a canal communication to Huddersfield, from which place goods are forwarded to Manchester and to the western sea with great despatch and regularity. Within the last few years a fine spacious new road has been cut at great expense, by a number of public-spirited inhabitants, from Dewsbury to Leeds, and hopes are entertained that one of the mails, which already runs between Leeds and Huddersfield, will speedily pass on this route from Hull to Liverpool."*

These hopes of seeing the royal mail pass through Dewsbury were very soon after fulfilled, and down to the time of the establishment of railways in this part of England, the trade of Dewsbury and the intercourse through it to the east and west, and up and down the valley of the Calder, continued to increase rapidly. But for a short time this was checked by the difficulty of forming a railway through the steep hills which separate the valleys of the Calder and the Aire from each other. In a few years, however, these difficulties were overcome by running a long and wide tunnel through the hills near Morley. The formation of this great work, which was in some degree owing to the public

* Edward Baines' History, &c., of the County of York, vol. i. p. 162.

spirit of Leeds and Dewsbury merchants, greatly shortened the railway communication between Leeds and Dewsbury, and again restored to the latter town all the advantages of its natural position.

The Morley Tunnel.—It was in the month of February, 1846, that the first stone of the railway tunnel, which is nearly two miles long (3420 yards), was laid at the Batley end of the tunnel on the Leeds, Dewsbury, and Manchester Railway. On the mallet and also on the trowel were neatly engraved the coat of arms of Mr. Gott, and the following inscription:—"Presented by the contractors of the Morley tunnel to John Gott, Esq., chairman of the Leeds, Dewsbury, and Manchester Railway, on the occasion of laying the first stone of that work. Feb. 23rd, 1846." Upon the stone was fixed a brass plate, with the following inscription:—"This, the first stone of the Morley tunnel of the Leeds, Dewsbury, and Manchester Railway, was laid by the chairman, John Gott, Esq., of Armley, near Leeds, on Monday, 23rd February, 1846. Directors, Christopher Beckett, Thomas Benyon, Joseph Brook, William Brown, Thomas Cooke, James Garth Marshall, David William Nell, and Thomas Starkey. Thomas Granger, engineer. Jones and Pickering, contractors." Since that time the Lancashire and Yorkshire Railway Company have erected a station at Dewsbury, and the Great Northern Railway Company are just about to open their new line (1874).

The town of Dewsbury was first lighted with gas on the 8th April, 1829.* On Sunday, 14th June, 1846, there was a public baptism at Dewsbury after the manner of Paulinus. On that day nine persons from the neighbourhood of Batley were publicly baptized in the river Calder at Dewsbury, according to the rites of the Primitive Baptist Church, in the presence of more than 1000 persons.† In the year 1856, March 25, the foundation stone of Springfield Independent Chapel was laid at Dewsbury.‡ Subsequently Trinity Congregational Church and the Baptist Church have been erected also St. Mark's Church, Halifax Road, and other places of worship. Since the establishment of a school board, in 1871, upwards of £20,000 has been expended in the erection of three large schools, for the accommodation of nearly 2000 children.

Municipal Charter of Dewsbury.—The first election of town

* Mayall's Annals of Yorkshire, vol. i. p. 343.

† Ibid. p. 529.

‡ Ibid. p. 676.

councillors, under the municipal charter granted to the town of Dewsbury, took place in July, 1862. George Fearnley, Esq., M.D., had the honour of being unanimously elected to the office of first mayor of that borough. The corporation of Dewsbury consists of a mayor, eight aldermen, and twenty-four town councillors. Since the year 1862, the following gentlemen have held the office of mayor in that borough:—

LIST OF MAYORS OF DEWSBURY.

1862 George Fearnley, Esq., M.D.	1869 William Blakeley, Esq.
1863 George Fearnley, Esq., M.D.	1870 Joseph Tweedale Rawsthorne, Esq.
1864 Charles Robert Scholes, Esq.	1871 Matthew Ridgway, Esq.
1865 John Tweedale, Esq.	1872 Mark Newsome, Esq.
1866 Robert Hallersley Ellis, Esq.	1873 John Bates, Esq.
1867 Edward Day, Esq.	1874 Joseph Day, Esq.
1868 Charles Robert Scholes, Esq.	

Dewsbury Represented in Parliament.—By the Parliamentary Reform Act of 1867–68 Dewsbury was made a parliamentary borough. The first election took place in 1868, when Mr. Sergeant Simon was returned, as the first member for Dewsbury. The same learned gentleman was elected a second time, as member for the same borough, at the general election of 1874.

Dewsbury (New Borough).—The borough of Dewsbury, according to the boundary commissioners of 1867, stands on the northern bank of the river Calder, near the point at which it is joined by large brooks, which, with the river, furnish abundant water-power. The neighbourhood abounds with coal and building stone. Dewsbury has possessed the advantage of cheap water-power ever since the river Calder was made navigable, and for many years from sea to sea. The parliamentary borough of Dewsbury is formed of the township of Dewsbury, and parts of Batley, Thornhill, and Soothill. At the Census of 1861, the population of these three townships was returned as 38,559; and in 1867, it was estimated to be 49,750 persons. At the Census of 1871, it was found that the population of the parliamentary borough amounted to 54,000 persons.

The Principal Occupations and Sources of Wealth in Dewsbury and Batley.—The woollen manufacture is the great means of employment here, as in the whole of this part of Yorkshire. The number of persons of both sexes, but above the age of twenty years, employed in that manufacture at Dewsbury, amounted in the year 1871 to—males, 8367, and females, 5574. The other great characteristic occupations of Dewsbury in that year were—

engine and machine makers, 341; spindle-makers, 149; woollen dyers, 294; worsted manufacturers—males, 194; females, 435; blanket manufacturers—males, 1042; females, 292; carpet, rug manufacturers—males, 1244; females, 61; cotton manufacturers—males, 172; females, 103; curriers—males, 150; females, 2; coal miners, 2171; stone quarriers, 264; iron manufacturers—males, 413; female, 1.*

Appearance of the Modern Town of Dewsbury.—Writing in the year 1871, a very fair and candid judge says:—"Go where we may into the streets of this busy town and we see great changes in the buildings. The streets are not any where of an imposing size or aspect, but numerous good new buildings meet the eye as we walk through them; and it is a notable fact that the newer they are, the more they improve in style, leaving the older buildings far behind. Thornhill-lees church, built in 1858, and St. Mark's in Malkroyd Lane, built in 1865, are examples of improvement in ecclesiastical structures. The various dissenting chapels and schools also show the progress of changes for the better. The county court and the two banks, at opposite sides of the market-place, are instances of improved buildings for civil purposes. Many large and good places of business may be seen in different parts of the town, amongst which the extensive and handsome new mill and other buildings belonging to Messrs. Mark Oldroyd & Sons, manufacturers of woollen cloth, are notable.†

The Parish Church of Dewsbury.—The parish church is the most interesting building in the town, but has been a good deal injured by comparatively modern reparations. The pillars on the northern side of the nave are very good, being light and open, each of them consisting of a central shaft with slender detached shafts around it. They are said to be as old as the reign of Henry III. (1216-72), except the most easterly, which was added in 1830. They are the oldest parts of the present building; but fragments of much older buildings have been preserved, and are built into the west wall of the south aisle. These carvings have been recently described by the Rev. J. T. Fowler, in part iii. of the *Yorkshire Archaeological and Topographical Journal*, 1870. He assigns them to the seventh century, the period of the visit of Paulinus, and they are certainly of great antiquity. The chancel has no aisle. It is part of the second church, and is of considerable age. On the

* Census, General Report, 1871, vol. iv. pp. 116-122.

† Banks' Walks in Yorkshire, pp. 458-59.

top is an ancient cross, which is believed to retain the form of the cross which bore the words, "Paulinus hic prædicavit et celebravit, 627;" that is, "Here Paulinus preached and celebrated divine service." There was a church at Dewsbury before the Norman conquest which is mentioned in the Domesday Survey, 1084-86. The Dewsbury parish registers began more than 300 years ago, on the 10th February, 1538. In that year Sir Henry Savile, Kt., had a child christened, named Edward. On the north side of the churchyard is the old court of the rectory manor of Dewsbury, which is evidently of a great age.

The Municipal Borough of Batley.—Batley is a municipal borough with a town hall, a corporation, and a great and flourishing trade; but it is united with Dewsbury for parliamentary purposes. The chief manufacture of Batley is in the kind of woollen cloths known as pilots, witneys, army and police cloths, and the like. Batley is the head of this trade, which has made very rapid progress during the last twenty years.

In 1853 Batley erected a town hall at a cost of £2000. It has also a mechanics' institution and a chamber of commerce. It is now a municipal borough, made so in 1869, and the district of a local board of health, and part of the parliamentary borough of Dewsbury. Dewsbury and Batley are densely-peopled parts of the great clothing district of the West Riding. Adjoining to Batley are Birstal and Heckmondwike, and other large places engaged in the woollen manufacture, of which we shall speak in a subsequent part of this work.

Coal-Fields of Dewsbury.—It appears from Mr. F. N. Wardell's return of coal mines in Yorkshire, that the number of collieries in the Dewsbury district in 1872 was thirty-two, and that they that year produced 507,517 tons of coal.

DATES OF THE PRINCIPAL EVENTS CONNECTED WITH THE HISTORY OF DEWSBURY.

Anglian Period, about A.D. 610.—Paulinus, archbishop of Northumberland, or of York, supposed to have visited Dewsbury, and to have preached and ministered there.—Yorkshire: Past and Present, vol. ii. p. 445.

1236.—Sir John Thornhill, Kt., in possession of Thornhill Hall.—Vol. ii. p. 447.

1370–71.—Elizabeth, heiress of Simon de Thornhill, marries Henry Savile, and takes the estates into that celebrated family.—Vol. ii. p. 447.

1590.—Howley Hall, the principal seat of the Saviles, erected near Dewsbury.—Vol. ii. p. 447.

1614.—Sir John Savile of Howley, one of the members for Yorkshire, and the patron of the manufacturing interest.—Vol. ii. p. 447.

1743.—The estates of Sir George Savile, Bart., settled upon his sister Barbara, married to Richard Lunney Sanderson, the representative of the earls of Scarborough.—Vol. ii. p. 449.

1780–90.—The river Calder made navigable from above and below Dewsbury.—Vol. ii. p. 450.

1823.—The town of Dewsbury at this time.—Vol. ii. p. 451.

1846.—The Morley tunnel to unite Leeds and Dewsbury commenced.—Vol. ii. p. 452.

1862.—George Fearley, Esq., M.D., appointed first mayor of Dewsbury.—Vol. ii. p. 453.

1862.—Savile Town, Dewsbury, commenced.—Vol. ii. p. 449.

1862.—Municipal charter of Dewsbury granted.—Vol. ii. p. 452.

1867–68.—Dewsbury made a parliamentary borough.—Vol. ii. p. 452.

1868.—Mr. Sergeant Simon elected as the first member for Dewsbury.—Vol. ii. p. 453.

1871.—Population of the parliamentary borough of Dewsbury 54,000 persons.—Vol. ii. p. 453.

1871.—Principal occupations of Dewsbury in this year.—Vol. ii. p. 453.

1872.—Produce of the coal-field of Dewsbury.—Vol. ii. p. 455.

CHAPTER VII.

THE HISTORY OF THE BOROUGH OF WAKEFIELD.

WAKEFIELD, the central town and capital of the West Riding, known from very early times by the name of "Merry Wakefield," cheerful or pleasant Wakefield, stands on a range of hills rising from the river Gakier. It probably owes its appellation of Merry Wakefield to the pleasantness of its situation, and may perhaps have been a favourite spot for holding the rural festivals, named wakes, which were the ancient sports of our Anglian ancestors, as it certainly was for the more courtly amusements of Miracle Plays, performed by the stately Normans.* Previous to the Norman conquest Wakefield was the chief place of the lordship of the same name. Near that town the castle of Sandal was afterwards built, which was the principal feudal fortress of this district, and whose name is connected with many great events in the wars of York and Lancaster. In this castle the Plantagenet princes of the house of York occasionally resided. In Domesday Book the lordship of Wakefield is described as having belonged to Edward the Confessor previous to the Conquest, and as belonging to the king, William the Conqueror, at the time when the Survey was made. We are told in that record that in Wakefield (Wachfeld), with its nine berewicks or subordinate manors, described as Sandala, Sorebi, Werla, Feslei, Miclei, Wadeswurde, Crumbton, Landfeld, and Stansfelt, there were no less than sixty carucates of arable land to be taxed, equal, perhaps, to about 10,000 acres, and this land might employ thirty ploughs. There were, previous to the Norman conquest, belonging to this lordship three presbyters or priests, two churches, seven sockmen, four villeins, and sixteen bordars or peasants. After the Conquest, at the time of the Domesday Survey, there were only seven ploughs.

Soon after the date of the Domesday Survey, which was drawn up in the years 1084-86, the lordship of Wakefield was granted,

* *Walks in Yorkshire, Wakefield, and Neighbourhood*, by W. S. Banks. London, Longmans. Wakefield, E. Walker; and Fielding & Munnis, p. 17.

either by William the Conqueror or by one of his sons, William Rufus or Henry I., to the first or second earl of Warren, the first of whom married Gundreda, the Conqueror's daughter. The lordship of Wakefield, of which the town of Wakefield was the capital, was of great extent, including nearly the whole valley of the Calder from the neighbourhood of Normanton, through Wakefield, Dewsbury, and Halifax, to the borders of Lancashire. The estates remained in their hands so long as the male line of the house of Warren existed, which was during eight generations of earls. But in the year 1347 the last legitimate male heir of the house of Warren died, as already mentioned, and the reigning king, Edward III., granted these estates to his own youthful son, Edmund of Langley, whom he also made earl of Cambridge, and who was ultimately created duke of York, being the first person who ever bore that illustrious title. These estates remained in the hands of the dukes of York of the house of Plantagenet, with occasional intervals of forfeiture in civil war, until the murder of Richard, the youthful duke of York, in the Tower, along with his youthful brother, Edward V. When King Richard III. lost his life and the crown of England, in the battle of Bosworth Field, the dukedom of York, as well as the dukedom of Lancaster, passed to the triumphant Henry VII.

The Manor or Lordship of Wakefield.—The lordship of Wakefield, with its original limits, extended over the whole of the valley of the Calder, from the borders of Lancashire to the neighbourhood of Castleford. After passing through the hands of the earls of Warren and the dukes of York, and after having been held by the crown from the reign of Henry VII. to that of Charles I., the manor was granted to Henry Rich, earl of Holland, by whom it was given as a part of the portion of his daughter, on her marriage with Sir Gervase Clifton, of Clifton, Notts, Bart. In the year 1663 the manor was purchased by Sir Christopher Clapham, and in the year 1700 was sold to the first duke of Leeds, in whose family it still remains. In the honour of Wakefield the direction of writs within this liberty is to the lord of the manor of Wakefield and his deputies. The axe of the gibbet was long preserved in his possession, as a relic of antiquity.

The Birth Place of Robin Hood.—The researches of that learned and accomplished antiquary, the late Joseph Hunter of the British Museum, the historian of Hallamshire and of South Yorkshire, led him to the conclusion that the old tradition of the

existence and the exploits of Robin Hood, the famous outlaw of Sherwood Forest, was founded in fact, and that Robin Hood was a real personage, and a native of Wakefield, whose name appears in several transactions in the court at that place. The investigations of Hunter, whilst they leave little doubt that Robin Hood was a real personage, bring the date of his exploits down to a somewhat later period than that at which they are fixed in Walter Scott's incomparable "*Ivanhoe*," which, it will be remembered, places his life and times in the reigns of Richard I. and King John, or between the years 1189-1216. According to the researches of Hunter, Robin Hood lived in the reign of Edward II., 100 years later, and was one of the Yorkshire followers of Thomas, earl of Lancaster (who was at that time the lord of all this part of the West Riding), in his unfortunate insurrection against Edward II. in the year 1322. As already mentioned, this Thomas, earl of Lancaster, who was at that time the representative of the younger branch of the royal family of Plantagenet, and also of the De Lacis, was defeated at Boroughbridge, and put to death at Pontefract; the whole of his estates, and those of his adherents, being confiscated by King Edward II. According to Hunter's opinion Robin Hood was born in a family of some station and respectability, seated at Wakefield or in one of the villages near to it: and he, with many others, partook of the popular enthusiasm which supported the earl of Lancaster, the great baron of these parts. When the earl fell there was a dreadful proscription, but some of the persons who had been in arms, not only escaped the hazards of battle, but the arm of the executioner. Robin Hood was one of these, and he protected himself against the authorities of the times, partly by secreting himself in the depths of the woods of Barnsdale, or the forest of Sherwood, and partly by intimidating the public officers, by the opinion which was abroad of his unerring bow, and his instant command of assistance from numerous comrades as skilled in archery as himself. He supported himself by slaying the wild animals found in the forests, and by levying a species of black mail on passengers along the great road from London to Berwick; occasionally seizing upon treasure which was being conveyed along the road, but with a courtesy which distinguished him from ordinary highwaymen. He continued this course for about twenty months, from April, 1322, to December, 1323, when he fell into the hands of the king (Edward II.) personally, and was pardoned and made one of

the valets, *porteurs de la chambre*, in the royal household. This office he held for about a year, when he again returned to the "greenwood shade, where he lived for an uncertain time. At last he resorted to the prioress of Kirklees, his own relative, for surgical assistance, and in that priory he died and was buried."

The Battle of Wakefield.—The sanguinary battle between Richard, duke of York, the claimant of the crown, and Margaret of Anjou, the royal consort of its possessor, Henry VI., took place in the South Meadows, between the town of Wakefield and the castle of Sandal, in the year 1460, and is fully described in a previous division of this work, in the original words of Hall's Chronicle, one of the earliest and most graphic historians of the bloody wars of York and Lancaster. It will be seen from that account that Richard, duke of York, "came to his castle of Sandall, beside Wakefield, on Christmas eve."* There he began to assemble his tenants and his friends, and there, before he could get any great force together, he was surrounded by a large Lancastrian army of from 18,000 to 20,000 men, under the personal command of the heroic queen of Henry VI., Margaret of Anjou, and Lord Clifford, and other distinguished chiefs of her party; that he persisted in fighting with has been described as "the great battle in the South Fields" at Wakefield, in spite of the remonstrances of all his wisest advisers; and that he was there defeated and slain by the Lancastrian forces. After the battle, and the murder of his youthful son, Rutland, by the bloody Clifford, Richard's head was cut off, and presented to the queen as the king's ransom; he being then in prison. "At which present was much joy and great rejoicing. But many laughed then that sore lamented after, as the queen herself and her son; and many were glad then of other men's deaths, not knowing that their own were near at hand (at the still more bloody battle of Towton Field), as the Lord Clifford and others."*

Wakefield under the Tudor Princes.—Wakefield was one of the most flourishing manufacturing towns in the West Riding of Yorkshire at the time when it was visited by Leland, in his survey of England made for the information of King Henry VIII., and completed about the year 1536-38. Speaking of Wakefield, he says:—"Wakefield-upon-Calder is a very quick (lively) market town, and meatley (moderately) large, well served of flesh and fish, both from the sea and by rivers, whereof divers

* Yorkshire: Past and Present, vol. i. p. 557.

be thereabout at hand, so that all vitaille is very good chepe there. A right honest man (a very respectable person) shall fare well for twopence a meal (perhaps equal to about 1s. of present money). It (Wakefield) standeth now all by clothing. Leland adds the following particulars :—" These things I especially noted in Wakefield: the fair bridge of stone of nine arches under which runneth the river of Calder. On the east side of this bridge is a right goodly chapel of Our Lady, and two chantries of priests founded in it, of the foundation of the townsmen, as some say; but the dukes of York were taken as founders for obtaining mortmayn (permission to found). I heard one (a person) say that a servant of King Edward IV.'s father (Richard, duke of York), or else the earl of Rutland, uncle to King Edward IV., was a great doer of it. There was a sore battle fought in the South Fields by this bridge; and in the flight of the duke of York's party, either the duke himself, or his son the earl of Rutland, was slain a little above the bars beyond the bridge going up to the town of Wakefield, that standeth full fairly upon a cliving (sloping or rather ascending) ground. At this place is set up a cross in memory of the event, *in rei memoriam*. The common saying is there that the earl would have (wished to have) taken (refuge) in a poor woman's house for succour, and that she for fear shut the door, and straight the earl was killed. The Lord Clifford, for killing of men at this battle, was called the butcher. The principal church that now is in Wakefield is but of a new work, but it is exceedingly fair and large. Some think that where now is a chapel of ease, at the other end of the town, was once the old parish church. The vicarage at the east end of the church garth is large and fair. It was the parsonage house not very many years since; for he that now liveth is the fourth or fifth vicar that hath been there. Before the impropriation of this benefice to Saint Stephen's college at Westminster, the parsonage (of Wakefield) was a great living, in so much that one of the Earls Warrenes, lords of Wakefield, and of much of the country thereabout, did give the parsonage to a son or near kinsman of his, and he made (built) the most part of the house where the vicarage now is. A quarter of a mile without Wakefield appeareth a hill of earth cast up, where some say that Earl Warrene began to build, and as fast as he builded violence of wind defaced the work. This is like a fable. Some say that it was nothing but

a wind mill. The place is now called Low-hill ;" Low or Law being the Anglian name for a hill. "The town of Wakefield stretches out all in length by east and west, and hath a fair area for a market-place. The building of the town is meatley (moderately) fair, most of timber, but some of stone. All the whole profit of the town standeth by coarse drapery. There be few towns in the inward parts of Yorkshire that have a fairer site or soil about them. There be plenty of veins of sea-coal in the quarters about Wakefield."

There was a chapel on the bridge at Wakefield as early as the year 1357, the 31st Edward III., though Dr. T. D. Whitaker is "willing to be persuaded that the endowment took place in order, as is generally supposed, to pray for the souls of the slain in the battle of Wakefield, and especially of poor little Rutland, who is said to have been murdered on this bridge by Lord Clifford, known as the butcher." It is very likely, however, that there was a chapel and a chantry on the bridge of Wakefield, as on nearly all the bridges of Yorkshire built at a very early time, in order to interest the saint to whom it was dedicated in the safety of the bridge and of those who passed over it, or perhaps, that mass might be said before the bridge was crossed in great floods and stormy weather; and it is not at all improbable that the chapel on the bridge of Wakefield, which was and is of remarkable beauty, was enlarged and improved after the battle of Wakefield, to secure prayers for the soul of the duke of York, of his son, the youthful Rutland, and of the many supporters of the soon afterwards triumphant family of York. The great battle of Wakefield was succeeded in a few months by the very much greater battle of Towton Field, where the Yorkists took a terrible revenge on the Lancastrians for their losses at the battle of Wakefield.

Wakefield was also the seat of great military events. In the rising of the north the castle of Sandal, then a place of great strength, was held for Queen Elizabeth by her gallant cousin, Henry Carey, one of the ancestors of the Viscounts Falkland. In the more modern conflict between Charles I. and the Long Parliament, one of the earliest and most brilliant exploits of Sir Thomas Fairfax was performed at Wakefield, which was, even in the opinion of Oliver Cromwell (a most competent judge), amongst the most important events in the earlier part of the great civil war. An account of the storming of Wakefield, given in Carlyle's "Life and

Letters of Oliver Cromwell," shows that the attack of Fairfax was made with very inferior numbers, and was only successful owing to his own determined courage, and to the most resolute support given to him by the trained bands of Yorkshire, nearly the whole of whom were zealous supporters of the parliamentary cause. This victory occurred at a most critical time, when the successes of the marquis of Newcastle and the royalists threatened the parliamentary party in Yorkshire with complete destruction—a result which might have changed the whole fortune of the war.

Wakefield taken by Sir Thomas Fairfax.—In the great civil war, the elder Fairfax being compelled to retreat from Selby to Hull, and Leeds and Bradford being the only places of strength held by the parliamentary forces in the West Riding, Sir Thomas Fairfax determined to take the town of Wakefield, then in the possession of the king's forces, and held by about 3000 men. Accordingly, on the morning of the 21st of May, 1643, at the head of 1500 horse and foot, he marched from Leeds to attempt the reduction of that town. The battle commenced about four o'clock in the morning, and after an hour and a half's hard fighting Sir Thomas entered the town, took 500 prisoners, with 80 officers, 27 colours, and a large quantity of ammunition. A copy of a letter from Lord Fairfax to the speaker of the House of Commons, giving particulars of this victory, was in possession of the late Mr. Denny, of Leeds. It is dated Leeds, 23rd May, 1643, and is signed "Fer. Fairfax." The letter states "that the earl of Newcastle had possessed himself of Rotherham and Sheffield." It then goes on to say that "the earl of Newcastle's army do now range over all the south-west part of this country, pillaging and cruelly using the well-affected party; and here about Leeds, Bradford, and Halifax, being a mountainous barren country, the people now begin to be sensible of want, their last year's provisions being spent and the enemy's garrisons stopping all the provisions, both of corn and flesh and other necessaries, that were wont to come from the more fruitful counties to them; their trade utterly taken away, their poor grow innumerable, and great scarcity to relieve them; and this army, which now lyes amongst them to defend them from the enemy, cannot defend them from want, which causeth much murmure and lamentation amongst the people; and for the army itself, it is so far in arreare, and no way appearing how they shall either be supplied with money or succours, they grow very

mutinous. Yet upon Saturday last, in the night, I caused to be drawn out of the garrisons in Leeds, Bradford, Halifax, and Howley, some horse, foot, and dragoons, in all about 1500 men, and sent them against Wakefield, commanded by my son, and assisted by Major-Generall Gifford, Sir Henry Fowles, and Sir William Fairfax, with divers other commanders; they appeared before Wakefield about four o'clock on Sunday in the morning, where they found the enemies (who had intelligence of their design) ready to receive them. There was in the towne Generall Goring, Sergeant-Major Generall Mackworth, the Lord Goring, with many other principall commanders and eminent persons, with about seven troops of horse, and six regiments, containing 3000 foot, the towne well fortified with works and four pieces of ordnance; yet our men, both commanders and common soldiers, went on with undaunted courage, and notwithstanding the thick volleys of small and great shots from the enemy, charged up to their works, which they entered, seized upon their ordnance and turned them upon themselves, and pursued the enemy so close as they beate quite out of the towne the most part of the horse and a great number of the foot, and made all the rest prisoners, and with them took four pieces of ordnance, and all the ammunition then in the towne, and a great number of arms, and amongst the prisoners Generall Goring himselfe, with divers other commanders and other common souldiers, in all about 1500 men, and twenty-seven colours of foot, and three cornets of horse. When the town was thus taken, they found their number and strength too weak to keep it and their prisoners, so they left the place and marcht away with their booty. In taking the towne we lost no man of note, and not above seven men in all; but many of our men were shot and wounded."

Defoe's Visit to Wakefield, 1727.—We have a very full and interesting account in Daniel Defoe's "Travels," the first edition of which was published in the year 1727, of the state and condition of the town of Wakefield at the time of the accession of the house of Hanover to the throne. The prosperity of Wakefield had received a great impulse at that time from two circumstances—first, the erecting of a large cloth or piece hall,* before any similar place of trade had been formed at Leeds,

* See Ralph Thoresby's account of the erection of the Cloth Hall at Wakefield, and of its influence on the Leeds merchants. *Yorkshire: Past and Present*, vol. ii. p. 133. The Tammy Hall was built many years after.

or any other Yorkshire town, except Halifax ; and second, the completion of the Aire and Calder Navigation to Wakefield, which gave that place not only cheap water-carriage to Leeds and other towns, in the interior of Yorkshire, but also a convenient and cheap access by water to the estuary of the Humber, the port of Hull, and the German Ocean. The effect of the latter improvement was in the end less favourable to the manufactures of Wakefield than it was at first expected to be; for though they continued large (and are still considerable), the superiority in the means of transport of coal from Wakefield to Hull and the eastern counties had a still greater effect in turning attention to the working of the rich coal and mineral district lying round the town of Wakefield, for purposes of exportation, and also in making Wakefield the great depôt and market for cattle; corn, and other articles of agricultural produce, brought down the Trent and the Humber, and up the Aire and Calder Navigation, to supply the wants of the manufacturing districts of Yorkshire. In the year 1872 the Wakefield coal district contained fifty collieries, and produced 1,080,195 tons of coal, according to Mr. Wardell's official returns in the mineral statistics of the United Kingdom.

Wakefield Fifty Years Since.—The following account of Wakefield, in the year 1823, is from the pen of a writer well acquainted with Wakefield at that time. He says it "is a large and opulent town, delightfully situated on the left bank of the Calder. . . . The streets are for the most part regular, handsome, and spacious, and the houses, which are principally of brick, are well-built, large, and lofty. . . . It is a place of great antiquity. . . . Wakefield now, as in the time of Leland, still 'standeth by clothing.' Like Leeds, it is situated on the edge of the manufacturing district, of which the Calder here forms the eastern boundary. . . . Some increase has taken place in the population within the last twenty years, but that increase is by no means in proportion to that of the other principal towns of the Riding. . . . Wakefield is a town alike interesting in its remote history and its present state; and it remains only to add that the manners of its inhabitants unite the honest frankness of the manufacturing character, with the urbanity and polish of those places where the clack of the shuttle never breaks upon the ear of the stately citizen."*

* Edward Baines' History of Yorkshire, &c., vol. i. p. 425.

The quarter-sessions of the West Riding, and the meetings of the county magistrates and barristers, many of the former and some of the latter—including Mr. Frank Maude, as he was always called, and Mr. Hardy, the father of the present secretary for War (1874), who were the leaders of the bar at the West Riding sessions—residing in the pleasant neighbourhood of Wakefield, gave life and animation to the town. There also was, and still is, the office for the registration of landed property in Yorkshire, an institution which has now existed from the reign of Queen Anne to the present time, and has been so successful as greatly to encourage the adoption of a similar system in other parts of the kingdom.

Wakefield Churches and Chapels.—There was a church at Wakefield at the time of the Domesday Survey, and it is supposed that there was a Norman edifice, either that or its successor, which remained until the time of Edward III. A new erection took place in the year 1329, and the present structure was built about 140 years later. Leland, speaking of the church in the year 1538, states that it was then a new building. In the year 1724 the south side of the church was rebuilt, and the north side and east end in the latter part of the eighteenth century. The spire, after being altered in 1715 and 1823, “was in 1860–61 entirely rebuilt with crockets, of which the immediately preceding spire was devoid, and raised to its present height.”* In 1868–69 the chancel stalls were repaired and restored, and are now very good; other judicious restorations were made under the direction of Sir G. Gilbert Scott.† St. John’s is also a handsome church, standing in one of the pleasantest parts of the town. There are other churches and chapels in Wakefield, amongst them the Independent Chapel with its new schools, which long preserved the memory of its first minister, the Rev. Samuel Bruce, as “Bruce’s Chapel.” The Baptist Chapel on the top of the Fair Ground was built in 1844; the Primitive Methodist Chapel in 1838; and the United Methodist Free churches in 1858.

Literary and Scientific Institutions.—The Mechanics’ Institution, known as the Music Saloon, was built in the year 1820–21, and was purchased by the institution in the year 1855 for the sum of £3000. It contains news-rooms, library and lecture room, and is a commodious and neat structure. Opposite it stands the

* W. S. Banks’ *Walks in Wakefield*, p. 26.

† *Ibid.* p. 29.

Clayton Hospital and the Wakefield General Dispensary. The dispensary was established in 1787, and the Clayton Hospital owes its existence to the liberality of Mr. Thomas Clayton, who contributed nearly £2000 to its erection, and excited the liberality of the people of Wakefield to further contributions, to the extent of £3000.†

Parliamentary and Municipal Enfranchisement of Wakefield.—Wakefield was first authorized to send a member to Parliament by the Reform Act of 1832. The population at the Census of 1871 was 28,079, and the number of parliamentary electors in 1874 was 3889. In 1848 Wakefield was made a municipal borough, with a mayor, eight aldermen, and twenty-four councillors. The Public Health Acts were applied in 1853, the parliamentary borough was made co-extensive with the municipal in 1868, and the borough commission was granted in 1870. The School Board was first elected in 1871. The number of the municipal burgesses in 1874 was 4219, and the rateable value of property, according to the return of the overseers on the 4th June, 1873, was £86,428.

Wakefield Industrial and Fine Art Exhibition.—A very successful exhibition for the above objects, was held at Wakefield between August 30 and October 19, 1865, under the presidency of Lord Houghton. A large temporary building in Wood Street and the adjacent Tammy Hall, were the scene of the exhibition, which was visited by 189,418 persons. The receipts being £6339, and the expenditure not more than £3297, a handsome balance of £3042 was left and applied in the foundation of the Wakefield Industrial Fine Art Institution, intended to comprise a school of art, a school of science, and a public museum. The art school and the scientific classes are now in active and successful operation.

Distinguished Men in Wakefield.—Wakefield has produced many distinguished men; some born within the limits of the present town, and others in the neighbourhood. The lives of some of the most prominent of these eminent men have been written by Mr. J. J. Cartwright. Amongst the most distinguished are those of Sir Thomas Gargrave, who commanded Pomfret Castle for Queen Elizabeth in the great rising of the north, and Sir Martin Frobisher, one of the greatest of our early naval discoverers, who assisted in defeating the Spanish Armada, and who, after rising to the rank of vice-admiral, was killed in an attack on the fort of Crozon, near Brest.

* W. S. Banks' *Walks in Wakefield*, p. 80.

Sir Thomas Gargrave was descended from Sir John Gargrave, Kt., of Snapethorpe and Gargrave, in the county of York, who was master of the Ordnance, and a governor in France under King Henry V., and was military tutor to Richard Plantagenet, duke of York, who was slain at the battle of Wakefield in 1460. Sir Thomas Gargrave was made a member of the Council of the North in the year 1539, and in 1547 he accompanied the earl of Warwick in the expedition into Scotland and there received the honour of knighthood. During the reign of Queen Mary he was especially active on the Council of the North, and in the first Parliament of Queen Elizabeth he was returned a second time as a member for the county of York. The Journals of the House of Commons under the date of the 25th January, 1558-59 state that "by the first motion and nomination of Mr. Treasurer of the Queen's House, the worshipful Sir Thomas Gargrave, Kt., one of the honourable council in the north parts, and learned in the laws of this realm, was with one voice of the whole house chosen to be Speaker." When Parliament was dissolved on the 8th May in the same year, Sir Thomas Gargrave returned into Yorkshire, and soon became the leading spirit of the Council of the North. During the troublous times which followed he was the ablest supporter of the queen's government acting as vice-president of the Council of the North under Thomas Radcliffe, earl of Sussex, who was appointed president of this council in the year 1568. On the 3rd December, 1569, he wrote to Lord Clinton from Pontefract Castle, then far the strongest fortress in Yorkshire, informing his lordship of the retreat of the insurgents, which was the commencement of the overthrow of the insurrection. During the troublous times which followed he took a principal part in restoring the authority of the queen's government, and was to the close of his career one of the ablest of the supporters of the queen and her government.

Sir Martin Frobisher, who was born at Altofts in the parish of Normanton, near Wakefield, became a seaman early in life, and joined in the expeditions to the coast of Guinea and to South America, in which so many able and valiant leaders were trained in the reign of Queen Elizabeth. In the great battle in which the Spanish Armada was defeated in the year 1588, the important post of vice-admiral was committed to Martin Frobisher; and in an attack made upon the rear division of the Spaniards on the first day they appeared off Plymouth, Drake, Hawkins, and Frobisher

played so stout a part, that many of the ships opposed to them were completely shattered. For his great services on that occasion Frobisher received the honour of knighthood at the hands of the lord high admiral. But his career, though most brilliant, was brought to a close a few years later; and in the year 1594 he was mortally wounded in an attack on the fort of Crozon, near Brest, having successfully stormed the fort, but with the loss of the lives of many gallant officers and men, as well as of his own.

DATES OF THE PRINCIPAL EVENTS CONNECTED WITH THE HISTORY OF THE BOROUGH
OF WAKEFIELD.

1084-86.—The lordship of Wakefield at the Domesday Survey.—Vol. ii. p. 457.

About 1090.—The lordship of Wakefield granted to the earls of Warren.—Vol. ii. p. 458.

1347.—Wakefield granted to Edmund of Langley, the first duke of York, by his father, King Edward III.—Vol. ii. p. 458.

1322.—The celebrated Robin Hood born in the neighbourhood of Wakefield.—Vol. ii. p. 459.

1357.—The chapel on the bridge at Wakefield.—Vol. ii. p. 462.

1460.—The battle of Wakefield, and the death of Richard, duke of York.—Vol. ii. p. 460.

1536-38.—Leland's account of Wakefield in the reign of Henry VIII.—Vol. ii. p. 460.

1569.—Sandal Castle, Wakefield, held by the Careys for Queen Elizabeth in the insurrection of the North.—Vol. ii. p. 462.

1643.—Wakefield taken by Sir Thomas Fairfax's army.—Vol. ii. p. 463.

1663.—The manor of Wakefield purchased by Sir Christopher Clapham.—Vol. ii. p. 458.

1700.—The manor sold to the first duke of Leeds.—Vol. ii. p. 458.

1701.—The Aire and Calder rendered navigable to Wakefield and to Leeds.—Vol. ii. p. 465.

1727.—Daniel Defoe's visit to Wakefield.—Vol. ii. p. 464.

1820-21.—Literary and scientific institutions.—Vol. ii. p. 466.

1823.—Wakefield as described fifty years since by Edward Baines.—Vol. ii. p. 465.

1823.—Pleasant society of Wakefield at this period—Mr. Frank Maude and Mr. John Hardy.—Vol. ii. p. 466.

1832.—Parliamentary and municipal enfranchisement of Wakefield.—Vol. ii. p. 467.

1865.—Wakefield Industrial and Fine Art Exhibition.—Vol. ii. p. 467.

1872.—Wakefield coal district with fifty collieries, and this year producing 1,080,195 tons of coal.—Vol. ii. p. 465.

Wakefield churches and chapels.—Vol. ii. p. 466.

Distinguished men in Wakefield.—Vol. ii. p. 467.

CHAPTER VIII.

THE HISTORY OF THE BOROUGH OF SHEFFIELD.

SHEFFIELD, the second in population amongst the parliamentary and municipal boroughs of Yorkshire, has increased during the last twenty years with a rapidity otherwise unexampled, even amongst the many great manufacturing towns of the West Riding. At the Census of 1871, Sheffield contained a population of 239,947 inhabitants, of which number 54,775 was the increase of the decennial period immediately preceding; the population of Sheffield having been 185,172 at the Census of 1861.* This ancient capital of the cutlery manufacture of England, which has become during the last thirty years the seat of many new and great branches of industry connected with the steel, iron, and metal trades, is situated near the southern border of the West Riding of Yorkshire, in the south division of the wapentake of Strafford and Tickhill, and in the old Anglian division of Hallamshire. The older part of the town stands on the banks of the rivers Don, or Dun, and Sheaf, from the latter of which streams it takes its name of Sheaffield, now pronounced Sheffield. The more modern part of the town is pleasantly situated on the rising banks of those two rivers, or of other streams which flow into them within the limits of the borough.† Sheffield has always derived much of its prosperity from the abundant, widely diffused, and much subdivided water-power supplied by the Don, the Sheaf, and the numerous smaller streams of the Loxley, the Porter, the Rivelin, and other rapid brooks, all of which flow down from the adjoining hills, and in their windings through the town and neighbourhood furnish the means of turning and working innumerable mills, grindstones, and machines, employed in the manufactures of steel, cutlery, and hardware of the Sheffield district.

In early times Sheffield stood in the midst of vast forests of oak and other timber, which then extended, with only partial clearances, over great part of the strong clay soils that cover the

* Census of England and Wales for 1871. † Ordnance Map of Yorkshire. Index, pp. 292-93.

coal-field of the West Riding and the adjoining counties of Derby and Nottingham. These ancient forests in early times supplied abundance of wood for the making of charcoal, the smelting of iron, and the working of that metal into every implement of industry which the ingenuity of those times could devise or apply to use. The supplies of the forests have been consumed, although the neighbourhood of Sheffield is still one of the best-wooded districts in England, and preserves, especially in its noble parks, many remains of its ancient forests. But in more recent times, and especially during the present busy century, the produce of the great coal-field, of which Sheffield may be regarded as the central point, and which extends some fifty or sixty miles in length, from the banks of the river Aire in Yorkshire to those of the great river Trent at Nottingham,* has furnished the town of Sheffield and the steel and cutlery district of Hallamshire with other and far more abundant supplies of fuel, derived from the carboniferous deposits of much more distant ages. An abundant and apparently unlimited and inexhaustible supply of steam-power is furnished by the rich coal-fields of Sheffield and Rotherham, which are increasing in productiveness, and in 1872 yielded 3,740,810 tons of coal.† This prodigious supply of fuel, joined with the large quantities of iron found in this district, or brought from a distance and here converted into steel, has rendered it possible to develop that immense extension of the steel and iron trade of Sheffield which has been witnessed within the last thirty years. In addition to these large supplies of coal and iron, mountain limestone, and a hard, gritty, sand-stone rock, especially suited for forming the millstones and grindstones used so extensively in the working of cutlery, are found in this neighbourhood, with much excellent building stone. No other place in England is so well suited as the town of Sheffield, and the adjoining district of Hallamshire, for carrying on the manufactures of cutlery and steel, for which they have now been celebrated for many centuries, and which are at the present time increasing much more rapidly than they ever did at any previous period of the history of Sheffield or of England.

Antiquities of Sheffield.—The local position of the town of Sheffield on the rivers Don and Sheaf, and of several other places

* Geological Map of the British Islands. By John Phillips, M.A., LL.D., F.R.S., G.S., late Professor of Geology in the University of Oxford. 1862.

† Mineral Statistics of the United Kingdom of Great Britain and Ireland for the year 1872. Report by Mr. Frank N. Wardell, colliery inspector for Yorkshire, p. 138.

along the banks of the river Don, which flows through it from north-west to south-east, corresponds very nearly with the southern limit of one of the great divisions of the Roman province of Britain, known by the name of *Maxima Cæsariensis*. Some remains of the Roman period have been found in or near to the town of Sheffield, as well as at other places in the neighbourhood, including two curious copper plates which were dug up near the town, in the Rivelin valley, in 1761.* There are also remains of extensive fortifications, some of which probably belong to the Roman and the British times, along the north bank of the river Don, between Sheffield and Conisbro' Castle. The chief Roman station of south Yorkshire of which we possess a clear historical account, stood lower down the stream of the Don than Sheffield, on the site of the pleasant town of Doncaster. But there was another Roman road, besides that which passed through Danum or Doncaster, leading from York through Chesterfield, or "the field of the camp," to the present town of Derby, which must have crossed the river Don higher up the stream than Doncaster, and probably between the town of Sheffield and the point at which the river Rother flows into the Don. There a fine rectangular camp, indisputably Roman, stood at Templeborough, now called the Ickles, about a mile south-west of Rotherham; and the Roman station *Ad Fines*, is laid down in the Ordnance Survey, at the junction of the Don and the Rother.

After the departure of the Romans from Britain the river Don, with the great estuary of the Humber, into which it flows, became the southern boundary between the North Anglian kingdom of Northumbria, or Northumberland, and the Middle or South-Humbrian kingdom of Mercia. It was along this line of boundary that the great Northumbrian fortifications of Conisbro', Thrybergh, and other castles, built to defend the southern frontier of the kingdom of Northumbria, were constructed. About the year 828, Egbert the king of Mercia, who claimed to be king of England, led an army to Dore, in Derbyshire, a few miles south of Sheffield, and overawed the Northumbrians into a temporary submission to his authority. These castles continued to be places of great strength for many ages after the Norman conquest, and some of them present magnificent remains at the present day.

* Hunter's Hallamshire. History and Topography of the Parish of Sheffield in the county of York. Folio. 1819.

Much the greater part of the names of the castles, towns, and villages, in and around Sheffield, are of Anglian or Teutonic origin, and some of them carry us as far back even as the times which preceded the introduction of Christianity among the Anglo-Saxons.

In the neighbourhood of Sheffield, a considerable number of the early names of places also appear to belong to the Norse or Danish period. Such is the name of Tinsley, about four miles from Sheffield, which still preserves the name of the ancient Danish or Norwegian "Tings," or "Things," assemblies of Scandinavian warriors. These assemblies were the rude houses of Parliament, and the law courts of the Scandinavian race, and are found in every part of their once wide dominions, from the Danelagh (or district subject to the Danish laws) in England—which included the present counties of York, Nottingham, Derby, Lincoln, and Leicester—to the coasts of the Shetlands and Orkneys, Norway, and even the remote island of Iceland, where we are told King Olaff built a temple, at the place afterwards named Tingwalla. The well-known and commanding position of Loughton-en-le-Morthen, visible from the neighbourhood of Sheffield, was probably the site of another Scandinavian laghton, or court of law, over which a judge, called by the Danes a laghman, presided.

Sheffield and the Neighbourhood described in Domesday Book.—But at the time of the Domesday Survey, about the twentieth year of the reign of William the Conqueror, 1084–86, the whole of this district, with its castles, manors, and lands, had passed into the hands of the conquering Normans. Sheffield, according to its most learned and accomplished historian, Hunter, is described in the Domesday Record by the unfamiliar name of "Escafeld," and was then held by the powerful Norman, Roger de Busli, under the Countess Judith, the niece of William the Conqueror, and the widow of Waltheof, the Anglian or Saxon earl of Northumberland. We find from the Domesday Survey that these extensive estates had belonged, previous to the Norman conquest, part of them to Waltheof, and part to Sweyn, who was probably a connection of King Sweyn, the father of Canute the Great. Sweyn, the father of Canute, died and was buried at York, then the capital of the Danelagh in England, and he or his family are very likely to have had possessions in this district, which at that time possessed great military importance. The following is a translation in substance,

of that part of the Domesday Survey which relates to the town and neighbourhood of Sheffield, from Hunter's "Hallamshire." It will be seen that it commences with an account of Grimshov, which Hunter supposes to be the modern Grimsthorpe, and to include the district in which it stands, now called Brightside-Bierlow. It afterwards refers to what has become the most important of all, Sheffield and Attercliffe, described in Domesday as "Escafeld" and "Ateclive." With these explanations we proceed to quote what may be regarded as the earliest written or printed account of Sheffield and the neighbourhood:—

The Lands of Roger de Busli.—"A manor in Grimshov (Grim's hill or court); there Ulfac had three carucates and a half of land to be taxed, and there may be enough land for two ploughs. Now Roger (de Busli) has one carucate, and three *villani* (tenants) and as many cottagers (*bordarii*) have one carucate. There is a pasturable wood three quarters in length and two in breadth. In the time of King Edward (the Confessor) it was worth 40s. a year (£30 a year of modern money), now it is worth 20s. a year (£15)." This decline of value was no doubt the result of war and conquest.

Mention is then made of *Hallamshire*.—"A manor in Hallamshire with sixteen berewicks (subordinate manors or hamlets) and twenty-nine carucates of land to be taxed. There Waltheof had an *aula*—a hall or court. There may be land for about twenty ploughs. This land Roger de Busli holds of the Countess Judith. He has himself there two carucates of land, and thirty-three *villani* holding twelve carucates and a half. There are eight acres of meadow, and a pasturable wood four miles in length and four in breadth. The whole manor (of Hallamshire) is ten miles in length and eight in breadth. In the time of King Edward (the Confessor) it was valued at eight marks of silver a year (£80 modern money), now at 40s. (£30)."

Attercliffe and Sheffield.—Next are mentioned "two manors in Ateclive and Escafeld (Sheffield). Sweyn had five carucates of land to be taxed. There may be enough for about three ploughs." "This land," says Hunter, "is said to have been inland or demesne land, of the manor of Hallam."

It will be seen from the above extracts from the Domesday Record, that the district of Hallamshire had suffered severely from the ravages of the Norman conquerors, and probably from

the preceding wars of the Angles and the Danes, on the borders of Yorkshire. In Grimsthorpe, or Brightside-Bierlow, Ulfac, the Anglian or Danish proprietor, had been expelled by the Normans, and his land had declined in value one-half, since the time of Edward the Confessor. In the great manor of Hallamshire, which had been worth eight marks of silver yearly, equal to about £80 a year in the money of the present time, the value of the land had sunk to 40s. or about £30 of modern money. In Sheffield and Attercliffe we have no account of the money value of the land; but a large portion of it seems to have become waste, a common result of the desolating wars of that period. Nor is this desolation at all surprising: for the original owners of these lands were either Angles or Danes of high if not of royal rank, and were also soldiers distinguished by their courage, who defended their castles and estates with determined resolution. Earl Waltheof of Northumberland was the son and successor of the great Northumbrian Earl Siward, celebrated in Shakspeare's "Macbeth," and his mother was a princess of the royal race of the Angles. He headed more than one insurrection against the Normans, and ended his career by being tried and beheaded as a traitor—along with several other chiefs, English, Danish, and Norman—by the Conqueror. Nothing is known of Sweyn, who is mentioned as the possessor of Sheffield and Attercliffe at some time previous to the Norman conquest, unless he was connected with the powerful Danish chief who conquered the greater part of England, and after a victorious career died at York, leaving the kingdom to his still more successful son, Canute the Great. If it was not this Sweyn it was probably some other member of the royal family of Norway, as the name of Sweyn, meaning a youth, and frequently a youth of noble or royal race, was very frequently given about this time. Whether the manor of Grimshov, or Grim's hill or court, at any time belonged to the great Danish warrior, Earl Grim (or, the fierce and cruel), from whom Grimsby, Grimsthorpe, and many other places in the Danelagh and in the north of England were named, is uncertain. In addition to these distinguished persons the Anglian earl, Edwin, had large estates at Laughton and Tickhill, in the neighbourhood of Sheffield.* All the Anglian and Danish chiefs appear to have been swept away, sooner or later, in the wars which followed the Norman conquest.

* Domesday Book.

The Life and Times of Earl Waltheof.—At the meeting of the British Archæological Association held at Sheffield in August, 1873, interesting papers were read on the subject of Earl Waltheof and the Countess Judith, of which the following are extremely brief summaries :—Mr. Edward Levien, F.S.A., read a paper on “The Life and Times of Earl Waltheof.” After referring to his father, Siward, who was stationed by Edward the Confessor in Northumbria, because “the kingdom being much infested by the Danes, the great men of the land, consulting with the king, did advise that the little devil (Siward) should be first exposed to the great devil (the Danes),” Mr. Levien stated that in 1070, fifteen years after Siward’s death, Waltheof received from the Conqueror the earldom of Northumberland, on the flight of the rebellious Cospatrick into Scotland. He had previously been earl of Northampton and Huntingdon, and had large possessions in Cambridgeshire, also holding the *aula* and lands of Hallam. In 1069 he joined in the siege of York Castle, and is said to have cut off the heads of several Norman soldiers with his own hands. William, however, professing to be reconciled to him, gave him the hand of his niece Judith, a name, remarked Mr. Levien, uncomfortably suggestive since Holofernes’ days of some mischief to the head. In 1074 he was present at the marriage of Roger Fitzosborne’s sister to Ralph de Waet, earl of Norfolk, which was celebrated in spite of the king’s veto. The wedding-feast was not marked by the dove-like and complimentary speeches now customary : for the bridegroom, the bride’s father, and the whole company bound themselves by oath to rid the country of the Normans. Waltheof, overcome, according to the chroniclers, by wine or threats, was a party to the compact, and in an evil moment informed his countess of the plot. She, wishing, there is reason to believe, for a second husband, denounced Waltheof to the king. Having consulted Lanfranc, Waltheof was persuaded by him to go over to Normandy and throw himself on the Conqueror’s mercy. The conspirators, suspecting his purpose, broke out into premature revolt, and were speedily defeated. William, on his return to England, executed a number of the insurgents, and caused Waltheof to be beheaded at Winchester.

The Countess Judith one of the earliest Possessors of the Manor of Sheffield.—At the same meeting Mr. J. R. Planché, *Somerset Herald*, read a paper on “The Early Lords of Holderness, the connections of

the Countess Judith." Referring to the conferring of Holderness by the Conqueror in 1086 on his brother-in-law, Count Eudes, or Odo de Champagne, Mr. Planché remarked that much confusion had existed with regard to this count; some representing him as son of Stephen, second count of Champagne or Brie, by Adela, supposed to have been the daughter of Richard, second duke of Normandy, in which case he would have been first cousin to the Conqueror. The facts of the case—as elicited from the records of the church of St. Martin d'Auchin, commonly called Aumale from its vicinity to that town—were that about the year 1000, Guerinfai, sire d'Aumale, built a castle on the river Eu, now called the Bresle. His only daughter, Bertha, married Hugh, second count of Ponthieu, and had issue Ingleram, sire d'Aumale, who married Adelaide or Adeliza, the Conqueror's sister, and by her had a daughter Adelaide. Ingleram's widow had for second husband Count Lambert, of Lens in Artois, and had by her a daughter Judith, whom the Conqueror gave in marriage to Waltheof. Lambert being killed at Lille a year after his marriage, the widow took for a third husband Odo, count of Champagne, and by him had a son, Stephen, count of Champagne. Odo, owing allegiance both to Rufus and his brother Robert, sided with the former, but afterwards joined in the conspiracy to place his son, Stephen d'Aumale, on the throne. On the failure of this Odo was thrown into a dungeon, whence he never emerged alive. Stephen was condemned to have his eyes plucked out, but this part of the sentence was remitted.

Busli (Roger de).—In the list of the great tenants of the crown, given in the general introduction to Domesday Book, drawn up by the late Sir Henry Ellis, we find it stated that Roger de Busli had his residence at Tickhill Castle, Yorkshire, in which county, and in Nottinghamshire, he had his largest possessions. He founded the priory of Blythe, in Nottinghamshire, in 1088. The barony terminated in John, his grandson, who left one daughter.*

Sheffield under the Normans.—The parishes of Sheffield, Ecclesfield, and Handsworth, formed in early times the district of Hallamshire—a name that is still preserved, and has been extended to other places beyond the boundaries of those three parishes. The town of Sheffield, with a strong castle on the banks of the river Don, continued to be the capital of Hallamshire after the Norman

* Yorkshire Past and Present, vol. i. p. 487.

conquest. In the fifth generation of the De Busli family their extensive possessions passed into the hands of Robert de Vipont, by his marriage with Idonea de Busli, the heiress of that powerful family, descended from Ernaldus, brother of Roger I. Subsequently Sheffield, and other estates belonging to the De Busli family, became the property of the house of De Lovetot; and from the time when the latter family was established in Hallamshire may be traced the first feeble commencement of the prosperity of Sheffield. That was continued and extended by the wise and liberal policy of their successors, the Furnivals, lords of Sheffield, and was owing in a great degree to the liberal tenures of land granted by them, and to the security which the burgesses enjoyed under the shelter of the castle of Sheffield. The probability is that this castle had served as a residence for an Anglian chief before it passed into the hands of the Normans. The family of the De Lovetots seem to have risen above the age in which they lived, in benevolence and public spirit. One of their first acts was to erect churches in their territories, and under the rule of this family the first parish churches were built in Sheffield, and in the neighbouring parish of Ecclesfield and chapelry of Bradfield. At the time when the church of Sheffield was built, "a few straggling cottages and smithies, with a few houses in the neighbourhood of the town mill, formed the whole town of Sheffield."* The last representative of the male line of the De Lovetot family died between the 22nd and the 27th years of the reign of King Henry II., the first of the Plantagenet kings. He left an only daughter, Matilda or Maud, then of tender age, as a ward of the reigning king; and after the death of King Henry II. his son and successor, Richard I., gave her in marriage to the son of one of his companions in arms, Gerard de Furnival, a young Norman knight, who by this alliance became the possessor of the lordship of Sheffield.

Several members of the house of De Furnival were summoned to the early parliaments of England, along with the other barons of the realm. During the term of possession of the barony by this family the castle of Sheffield was rebuilt, and was fortified by authority of King Henry III. in the 54th year of his reign, 1269-70. On the 12th November, 1296, the 24th Edward I., Thomas, Lord de Furnival, obtained from that king a charter under the great seal

* Hunter's Hallamshire.

of England, authorizing the holding of a market every Tuesday in his manor of Sheffield, and of a fair to be held every year in the same town during three days—namely, on the eve, the day, and the morrow, of the Feast of Holy Trinity. This market and fair have continued to be held to the present time without alteration, except that the fair is held on the Tuesday following Trinity Sunday.

Thomas de Furnival's Charter to the Burgesses of Sheffield.—Another charter of still greater importance, and often described as the Magna Charta of Sheffield, was granted by the same Thomas de Furnival to his tenants in that town, in the year 1297, the 24th and 25th Edward I. By this charter he confirmed to his burgesses of Sheffield, their burgages, lands, and tofts for ever, on payment of a moderate fixed rent in money. "This charter," says Hunter, "was executed by the Lord Furnival of Sheffield, on the 10th August, 1297. All the persons of rank in the immediate vicinity were assembled to witness the execution of the charter—namely, Sir Robert Ecclesall, Knight, Sir Edmund Foliot, Knight, Thomas de Sheffield, Thomas de Munteney, Robert de Wadsley, Ralph de Wadsley, Thomas de Furneus, William de Darnall, and Robert le Breton, at that time seneschal of Hallamshire. The objects comprehended in this charter were the abolition of those base and uncertain services by which the tenants of Sheffield (in common with those of most manors) had previously held their tenements; and the substitution in their stead of a small fixed annual payment in money. The sum agreed upon, as the burgage rent for the whole town, was £3 8s. 9½d." (of the money of that time, equal to about fifteen times as much in the money of the present day, or from £50 to £60 a year.) "This," says Hunter, "continued to be paid many years after, by the inhabitants of Sheffield, under the description of the burgery" (or burgage) rent. Of this sum the church burgesses formerly paid 7s. 2d. annual rent, for burgage tenures which had fallen into their hands. The rent paid for each tenement was originally small, though a fair rent at the time, and it decreased in value with the depreciation of gold and silver. Hence the collection of the burgage rents seems to have been gradually discontinued, and they are not now paid. But as late as the year 1662, a jury was formed to inquire what houses in the town were of the old burgery (or burgage), and what proportion of the burgage rent rested upon them. They made a return of about 400 dwellings, as included

in the original burgage tenure of Sheffield, a sufficient number to create a solid freedom of tenure in the borough, and implying a population of at least from 1000 to 1500 persons."

Festa de Noel.—The following is the order of the possessions of these two houses, in the neighbourhood of Sheffield, given in this well-known work, drawn up chiefly in the reign of King Henry III. — Gerard Furnival held five knights' fees, and one-fourth in the fee of the honour of Tiothill. At the same time Nigel De Lovetot held five knights' fees in the same honour; and Robert Fitzwilliam, five knights' fees.

The name and family of De Furnival continued at Sheffield for fifty years after the death of the above-named benefactor of the town, when Joan De Furnival, the only daughter of William, the son of the above Thomas, married Sir Thomas Nevil, and carried Sheffield and the De Furnival estates into the hands of a younger branch of the celebrated house of Nevil. From this marriage sprang another daughter, named Maud Nevil, who married John Talbot, afterwards the great earl of Shrewsbury, and the descendants of this marriage held the estates down to the year 1455. John, the first and great earl of Shrewsbury, after triumphing in France, Ireland, and on the English borders, in forty battles or engagements, was slain at the battle of Chotillon in the south of France, on the 26th July, 1455; his son, the "young John Talbot" of Shakspeare, falling by his side in the same disastrous engagement. The second and third earls of Shrewsbury were zealous adherents of the house of Lancaster, in the wars of the Red and the White Rose; and the castle of Sheffield was one of the Yorkshire strongholds of the house of Lancaster, until the triumph of King Edward IV., the representative of the house of York, on Towton Field, overthrew it for a time, although it was again raised on the triumph of Henry of Richmond, afterwards King Henry VII., on Bosworth Field.

George Talbot, the fourth earl of Shrewsbury, born in the year 1466, held the lordship of Sheffield for seventy years, and in the early part of the reign of King Henry VIII. built a noble country mansion, sometimes called Sheffield Manor, or other times "The Lodge," in Sheffield Park, about two miles from the centre of the town. The castle and manor of Sheffield derive a strong historical interest from the illustrious prisoners who were confined within their walls, by order first of Henry VIII., and afterwards of his

daughter, Queen Elizabeth. Cardinal Wolsey, who was archbishop of York at the time of his memorable downfall, was arrested by order of the king at Cawood Castle, one of the residences of the archbishops, near York, and was brought to Sheffield on his way to London. He was detained at Sheffield manor for sixteen or eighteen days, and after leaving it, first for Hardwick-upon-Line, in Nottinghamshire, and next for Nottingham Castle, he reached Leicester Abbey, where he died a few days after his departure from Sheffield. As Shakspeare says:—

“ At last, with easy roads, he came to Leicester,
Lodg'd in the abbey ; where the reverend abbot,
With all his convent, honourably receiv'd him ;
To whom he gave these words—‘ O father abbot,
An old man, broken with the storms of state,
Is come to lay his weary bones among ye ;
Give him a little earth for charity ! ’
So went to bed ; where eagerly his sickness
Pursu'd him still ; and, three nights after this,
About the hour of eight (which he himself
Foretold should be his last), full of repentance,
Continual meditations, tears, and sorrows,
He gave his honours to the world again,
His blessed part to heaven, and slept in peace.”

A still more illustrious captive, the unfortunate Mary Queen of Scots, also spent many sad years of her long imprisonment in Sheffield Castle. After being removed for greater security from Bolton Castle in Wensleydale, Yorkshire, to Tutbury Castle in Staffordshire, she was brought to Sheffield Castle, then again to Tutbury, afterwards to Chartley Castle in Staffordshire, and finally to Fotheringay Castle, Northamptonshire, where she was put to death on the 8th February, 1587, after a captivity in one or other of those castles of eighteen years, eight months, and twenty-two days. Of this long period of imprisonment thirteen years were spent in the castle of Sheffield.* The sixth earl of Shrewsbury, who undertook this painful duty by command of Queen Elizabeth, was the kindest of her keepers, though as a zealous Protestant he was strongly opposed to the plots formed against Queen Elizabeth. There is a noble, but poetical picture of the character of this fine old earl, in Schiller's tragedy of “Maria Stuart.” The circumstances of Mary Queen of Scots' imprisonment at Sheffield are well traced in Hunter's “Hallamshire,” and a very candid and truthful appreciation of her character is found in

* Hunter's Hallamshire.

the Rev. A. Gatty's recent interesting work, entitled "Sheffield: Past and Present."

George, the sixth earl of Shrewsbury, was succeeded by Gilbert, his son, who died on the 8th of May, 1616. Lady Alethea Talbot, the youngest daughter and co-heiress of Earl Gilbert, married Thomas Howard, earl of Arundel and Surrey, and by this marriage the lordship of Sheffield was transferred from the Talbots, earls of Shrewsbury, the premier earls of England, to the Howards, earls of Arundel and Surrey, and dukes of Norfolk, the premier dukes.

The Great Civil War.—In the great civil war, in the succeeding century, Sheffield was for a time occupied by the parliamentary general, Sir John Gell, of Derbyshire; but on the advance of William Cavendish, marquis of Newcastle, at the head of the royal army of Yorkshire, Sir John Gell was compelled to retreat, and the royalists held Sheffield for some time. After the great parliamentary victory of Marston Moor, in the year 1644, and after the retreat of Prince Rupert from Yorkshire, and the withdrawal of the marquis of Newcastle from England, Sheffield was besieged by Major-general Crawford, of the Scottish army, supported by the armies of the earl of Manchester, Oliver Cromwell, and Sir Thomas Fairfax. The castle was well defended for nearly a month; but on the 11th August, 1645, it was found to be no longer tenable, and was surrendered to the parliamentary commander on honourable terms. The Howards were allowed by Parliament to ransom their Sheffield estates, on payment of a fine of £6000; but on the 30th of April, 1646, the Long Parliament, which was determined to destroy all feudal fortresses that had been held by its opponents, passed a resolution directing that the castle of Sheffield should be rendered untenable; and on the 13th July, 1647, another resolution for demolishing that ancient structure. This was done in the month of April, 1648, so far as the castle was concerned; but the manor house was habitable until the year 1706, when it was dismantled by order of Thomas, duke of Norfolk.

In the Parliament of 1628 the cutlers of Hallamshire were erected into a corporate body, consisting of one master cutler, two wardens, six searchers, twenty-four assistants, and the ordinary members of the trade. By this Act it was provided that the governing body of the Hallamshire cutlers should be elected every year, on the Feast of St. Bartholomew, and that they should

make laws for the government of their trade. The Old Cutlers' Hall was built in the year 1608.

Town Trust of Sheffield—The town trust of Sheffield was incorporated in the year 1554, and according to the original patent it formed the inhabitants of the town and parish of Sheffield into one body, politic and corporate, by the name and style of the twelve capital burgesses and commonalty of the town and parish of Sheffield. The body thus incorporated was authorized to hold lands, which were assigned to repair the parish church, to build bridges and common ways, to assist the poor, and for any other charitable and public purposes. From this fund the trustees defrayed the expense of lighting the public streets.

The church burgesses are a self-elected body, and all their funds go to ecclesiastical purposes. The town trustees are elected by the resident freeholders, and their funds are applied to public improvements and useful purposes.

The Early Progress of the Trade of Sheffield.—The progress of Sheffield in manufactures and industry has been continuous, though at very different rates of progression, from the granting of the great charter of Thomas de Furnival. In the time of King Edward III. the cutlery of Sheffield was well known, and was in general use throughout the kingdom; and Chaucer, in his "Canterbury Tales," describes the hardy miller of Trumpington, near Cambridge, as carrying a Sheffield whittle or knife in his hose. At the beginning of the seventeenth century, the town of Sheffield had a population of 2207 persons, of whom not more than 100, amounting with their families to about 500 persons, are said to have been householders; but this disproportion in the number of householders and inhabitants is not probable, and may perhaps have arisen from confounding the number of the burgesses, who were a select class holding burgage houses, with the inhabitants generally. The earliest accounts of the articles of cutlery manufactured at Sheffield mention "whittles," or knives; but gradually shears, scissors, scythes, and razors were added. In the reign of Queen Elizabeth the earl of Shrewsbury, the great friend and patron of the town, sent to his friend the great Lord Burghley, "a case of Hallamshire whittles, being such fruities as this pore cuntrey afordeth, with fame throughout the realme." This old-fashioned name for knives survives in common use on the other side of the Atlantic, where the thoughtful Yankee often spends his leisure

hours in "whittling" a stick. Lord Burghley was still alive when a new element of successful industry was introduced into Sheffield in the persons of skilled craftsmen from the Low Countries, driven into exile in England by Spanish and Austrian tyranny.

The Progress of Sheffield in the Eighteenth Century.—The celebrated Daniel Defoe visited the town of Sheffield about the year 1727, and in approaching that place from Doncaster, he had "a fair view of that ancient whittle-making cutlery town called Sheffield." Here, as he tells us, he found the town very populous and large; but the streets were narrow and the houses dark and black, owing to the continued smoke of the forges, which he says "are always at work." "They make," as he informs us, "all sorts of cutlery, but especially edge-tools, knives, razors, axes, and bills;" and there was for some time the only mill for turning grindstones. The people, he says, were "a prodigious many, as well in the town as in the bounds of what they call Hallamshire. They talked of 30,000 people being employed on the whole; but," he adds, "that I believe on the credit of the report;" that is, he did not believe in it at all, and was quite right in withholding his belief. At that time the river Don was as terrible in its risings as it has sometimes been in modern times. This river, he says, is akin to the Derwent, from the fierceness of its streams, taking its beginning in the same western mountains, which pour down their streams so rapidly that nothing is able to stand in their way. This district has always been famous for its magnificent trees. The great oak tree described by Evelyn, in his book on forest trees, was still growing in Sheffield Park, and Defoe mentions a great chestnut tree, near Attercliffe, which can hardly be "fathomed or grasped by the arms of three men.*"

In the year 1742, in the reign of George II., Mr. Thomas Bolsover of Sheffield discovered the art of plating silver upon copper, and of so producing a silver-faced material which was employed in making buttons, snuff-boxes, and many fancy articles. A few years later Mr. Joseph Hancock employed this metal to imitate the finest and richest embossed plate, and in a short time the Sheffield plate became generally adopted. The manufacture of pure silver plate also began to be followed; and in order that the Sheffield manufacturers might be freed from the necessity of sending their goods to London to be stamped, an assay office was established in Sheffield, which was opened on the 20th December,

* Defoe's *Travels of a Gentleman through Great Britain*.

1773. A few years earlier the refining of the precious metals was introduced into Sheffield, and Mr. John Read, who settled there in the year 1765, carried on this branch of industry on a large scale. A superior kind of pewter, called Britannia metal, was subsequently invented and brought into general use. In Sheffield and its immediate neighbourhood there were already numerous foundries of iron, brass, and white metal, and many works were established, on the banks of the numerous streams, in the town and neighbourhood, for the purpose of tilting and grinding by water-power the iron and steel for the manufacturers. About the year 1758 extensive lead-works were formed on the banks of the Sheaf, a stream which flows into the Don at Sheffield. A silk mill, and subsequently a carpet manufactory, were established about the same time at Sheffield; but the example was not followed, and the working in metals is and always has been the great staple of Sheffield industry.

The Roads and River Navigation of Sheffield.—The trade of Sheffield long suffered from want of good roads, and still longer from want of river or canal navigation. It was about the middle of the last century, or more precisely in the first years of the reign of George III., that good roads were formed between Leeds and Sheffield, which were afterwards extended southward to Nottingham, Leicester, Northampton, and ultimately to London. Up to that time the produce of the Sheffield smithies and workshops was conveyed weekly to London, and less frequently to other places, on the backs of packhorses. River navigation was introduced somewhat later. The river Don was made navigable in the year 1751 from Tinsley, about three miles from Sheffield, down to Doncaster, from which town it had long been navigable to the Humber and the port of Hull; but the navigation from Tinsley to Sheffield was not completed until the year 1819, when a canal was opened. Some years earlier, the river Don and the Aire and Calder Navigation had been connected with each other, from the neighbourhood of Sheffield to Wakefield, by the Dearne and Dove Navigation. But even with these disadvantages, in the early mode of conveying the manufactures of Sheffield, the industry of the town continued to increase, and some of the inventions which have created the wealth and industry of Sheffield began to be successfully developed.

Introduction of Steam-power.—The first steam-engine grinding wheel was erected by Messrs. Proctor, on the east bank of the river Sheaf, in the year 1786, and from that time the agency of water-

power, though still most extensively used, has been extended by the more certain and efficient power of steam, but not at all superseded; for in these days of dear coal water-power is more valuable than ever.

Churches and Chapels of Sheffield.—The parish church of Sheffield, though anciently dedicated to St. Peter, and described by the names of St. Peter and St. Paul, in the Census of England and Wales for 1871, is also known as Trinity Church. It stands near the centre of the old town of Sheffield, and was erected in the reign of King Henry I., about fifty years after the Norman conquest. The mortal remains of four earls of Shrewsbury of the family of Talbot, and of numerous other members of that famous and ancient house, are interred in the parish church of Sheffield. Many other churches and chapels adorn the town. St. Simon's Church, Eyre Street, built in 1841, is of brick. St. Mark's, Glossop Road, is in the pleasant elevated district that includes Broomhill and Endcliffe, in which are also the Collegiate School, the Wesley College, a handsome Grecian building, and the beautiful Botanic Garden. St. Luke's Church, Solly Street, was opened in 1860. All Saints, a handsome well-proportioned church standing on an eminence near Ellesmere Road, was erected and endowed in 1868 by Sir John Brown, of Endcliffe Hall. The tower and spire rise to the height of 190 feet. Sir John Brown has also given £600 and the site for the church of St. Andrew's, in Sharrow district, built in 1869. There is also St. Michael's and All Angels church in Burton Road, Neepsend, built in 1869, and the district church of Dyers Hill. In addition to sixteen churches in the town of Sheffield, there are seven other churches in the following out-townships—namely, Attercliffe, Crookes, Darnall, Ecclesall, Fulwood, Heeley, and Walkley. The total amount of the stipends paid annually to the incumbents of the twenty-nine benefices in the parish of Sheffield is £8000, and a large majority of the livings have been created and churches built for them within the last twenty-five years.

In 1846 the Queen and Privy Council sanctioned a plan of the Ecclesiastical Commissioners for re-constituting this extensive and populous parish, which was accordingly done by dividing it into twenty-five districts, since become parishes, having each of them a church and an incumbent. The archbishop of York also raised the parish into a deanery.

The Parish Church of Sheffield, dedicated to St. Peter and the Holy Trinity, is rectangular in form, and bears a tower and spire. It is situated in the centre of the town, and surrounded by a churchyard. In 1805 the nave of the parish church was rebuilt, and several restorations have been made. In the time of Henry VIII. the fourth earl of Shrewsbury founded the chapel here, which contains some remarkable altar tombs commemorative of this noble family. That erected to the memory of the founder, George Talbot, fourth earl of Shrewsbury, is the most important. Elizabeth, countess of Lennox, wife of Charles Lennox, younger brother of the unfortunate Darnley, husband of Mary Queen of Scots, is interred here. Her mother, the widow of Sir William Cavendish, married the sixth earl of Shrewsbury, keeper of Mary Queen of Scots, and was in attendance on the royal captive during her long imprisonment at Sheffield. There is a handsome monument also of this sixth earl, which was erected during his lifetime. A bust by Chantrey (his first, it is said) finds an appropriate place in this church; for though born in the Derbyshire village of Norton, four miles distant from Sheffield, Chantrey was apprenticed in Sheffield as a carver and gilder, and here commenced his career as an artist and sculptor. The bust which is in the chancel is that of the Rev. James Wilkinson, vicar of the parish, who died in the year 1805. There is another work of Chantrey's in the parish church of Sheffield—namely, a monument of Mr. Thomas Harrison, of Weston Hall, and his wife, Elizabeth, who died respectively in 1818 and 1823. The tower of this church is furnished with ten bells, a set of chimes, and an illuminated clock. The parish register commences in 1560, and is very large and full. The living is a vicarage, of the annual value of £500. The new vicarage is built on the site of the ancient building, together with the Church of England Educational Institute.

The Rev. Dr. Gatty, at the visit of the British Archæological Society in 1873, traced the history of the parish church of Sheffield which, he thought, was built or rebuilt by William de Lovetot, about 1103. Possibly it was burnt at the same time as the castle, and rebuilt by Thomas de Furnival, about 1270. The tower, apparently the oldest part of the present edifice, the external casing of which is not a century old, might include some portion of his edifice. The perpendicular work in the nave bespoke considerable external rebuilding in Henry VII.'s reign. The

which makes it certain that about the exterior of a clock, and there was the no sign which was removed during the Commonwealth, the church remaining without one till the beginning of the century. None of the furniture of the interior remains, there is left except the handsome carved altar table for the three priests, supported by the mitres, a cross and vase. The altar had been done 1612, and the pulpit at rest, a wood one that was recently added, was raised in 1779. The church was much injured by a storm in 1781, and underwent complete repairs at the cost of the lay rectors, the lord of Halesowen. The alterations of the Shrewsbury Chapel and that of the vicary and burgess town in 1771, have converted the church from a cruciform into a rectangular shape. In 1788 the nave was rebuilt from the ground, and galleries were erected. These and other alterations have impaired the beauty of the building, but it is still impressive from its solidity and its lofty space.

The Shrewsbury Chapel, Shropshire.—At the meeting of the British Archaeological Association at Shrewsbury in September, 1877, the first visit of the members was to the Shrewsbury Chapel, in the parish church, where members of the Shrewsbury family were interred from 1546 to 1641. The west wing is a screen the other end of the former George's church end of Shrewsbury was occupied with more interest. It has good columns in the four corners and four intermediate pillars in memory of the earl and his two sons-in-law. The inscription represents both ladies as interred here, it having been probably engraved before the death of the Countess Elizabeth, who was actually buried with her mother-in-law in 1641. The end is sculptured with a screen, and in the space of the Order of the Garter. He lies on a tablet, a tablet to which details and sculptures of former times were much collected, and his hands are joined in prayer. The only side of the tomb which the windows and angular shafts supporting the arch allow to be seen, has three rich compartments, a shield of arms in brass occupying the centre of each. In the centre of the chapel is a seated tomb without effigy or inscription, the shields of arms however serving to show that it was erected in 1580 by George, earl and earl, as a memorial of his first marriage and their four sons. Near the south wall is the monument erected by that earl, bearing the effigy in armour, and surrounded by a clock, with a long inscription composed by Fane.

the martyrologist, whose rough draught is preserved among the Harleian manuscripts in the British Museum. Foxe died three years before the earl, who was not content to trust his executors with his memorial, but had it completed, *minus* the date of his decease, in his lifetime; one of his objects being to rebut aspersions on his character with regard to his custody of Mary Queen of Scots. The vicar also pointed out a brass plate found beneath the foot in memory of Lady Mountjoy, who died in 1510, it is supposed, while on a visit to the earl of Shrewsbury; also the old altar stone of the church, bearing the crosses with which such stones were marked before the Reformation. This was found buried beneath the surface, and has been raised a few feet above the floor. The vicar mentioned that he accompanied the late duke of Norfolk into the vault below the chapel, and found two coffins of the Shrewsbury family, others having apparently been walled up.

St. Paul's Church, in Norfolk Street, built in 1720, also contains a monument by Chantrey. The living is a perpetual curacy, worth £300 a year, in the gift of the vicar of Sheffield. The church of St. James', in St. James' Street, was erected about the close of the last century. The eastern window of stained glass, representing the crucifixion, is the work of Peckett in 1797. The benefice is valued at £300 a year. St. George's Church, St. George's Square, is a noble Gothic stone building, with a tower 139 feet in height. It was built by a parliamentary grant under the Million Act, and cost £14,819. The chief object of interest in the interior is a painting over the communion table, representing Christ blessing little children. It was presented to the church by the painter, Mr. Paris. St. Philip's, a Gothic church, standing at the junction of the Infirmary and Penistone Road, was commenced in 1822, and was not completely finished till 1833. Like St. George's, it cost a large sum—£11,874. This church district includes part of Nether Hallam township, which contains another new church, at Walkley, called St. Mary's. The church dedicated to St. Mary, standing in Brammall Lane, is a fine Gothic building, affording accommodation for 2000 persons. It was opened in 1830, and was built under a grant by Parliament at a cost of £12,650. St. John's, on the Park hill, is also Gothic in style, having a tower and spire 100 feet high. The twelfth duke of Norfolk gave the site for the church and its extensive burial-ground, which stands on a conspicuous elevation. Holy Trinity Church, in Nursery Street, built in 1848 at the

sole expense of the Misses Harrison, of Weston Hall, affords accommodation for 1000 persons. The western end supports a tower, and there is a good east window of stained glass. St. Jude's, in Eldon Street, was erected in 1849 by subscription, aided by a grant from the Incorporated Church-building Society. The foundation is laid on thirty-three stone columns springing from a disused coal mine. St. Jude's Church, in Moorfields, built by subscription, to which John Gaunt of Darnall contributed £1000, unfortunately fell down when almost finished, on Sunday the 7th November, 1852, the foundation giving way through some defect. The church was rebuilt in a different form, and opened in 1855. The church dedicated to St. Thomas, at Crookes, was built in 1844, and Christ Church, at Pitsmoor, a pleasant suburb of the town, in 1850. St. Matthew's in Carver Street, built in 1854-55, has a spire 125 feet high, and in the tower a bell of cast steel. Mr. Henry Wilson contributed largely to the fund raised for building this church. The same generous benefactor also defrayed the cost of St. Stephen's Church, standing at the entry of Bellefield and Fawcett Streets, which was built in 1857 for the district of Netherthorpe and Jericho. Mr. Wilson also gave the endowment of £1500 a year.

Dissenting Chapels in Sheffield.—The Independents have ten chapels in Sheffield. The Wicker Congregational Church, situated at the junction of Occupation and Burngreave Roads; a new church in Cemetery Road; a large chapel called the Tabernacle, in Oxford Street; Broom Park Church, in Newbould Lane; and also chapels at Tapton Hill and Attercliffe. The Baptists have four chapels in the following places—Town Head Street, Portmahon, Cemetery Road, and Glossop Road. In Hanover Street the Presbyterians have a church with a good spire. In Norfolk Row the Roman Catholics have a splendid church, dedicated to Ste. Marie, opened in September, 1850. It is a stone structure of large dimensions and excellent proportions, designed on the model of Heckingham Church, Lincolnshire, one of the best examples of the pure old decorated parish churches in England. The tower, which contains a peal of eight bells, supports a spire 200 feet high. The Roman Catholics have also a church dedicated to St. Vincent, in Whitecroft, built in 1856; a chapel dedicated to St. William, in Leecroft; and another built in 1868, dedicated to St. Charles, in Attercliffe Road.

There are thirty chapels belonging to various other religious

bodies in Sheffield, besides a Friends' meeting house, in Meeting House Lane.

The Wesleyans have six spacious chapels in Sheffield—Brunswick Chapel, which, with its fine portico, has a commanding appearance; Ebenezer Chapel, and others severally situated in Carver Street, at Bridgehouses, Norfolk Street, the Park, Sheffield Moor, and Cherrytree-hill. The Wesleyans have also smaller chapels at Owlerton, Crookes, Heeley, Attercliffe, and the Manor, and also one at Wesley College. There is also a Wesleyan Methodist chapel at Fullwood Road, Broom Hill, cruciform in structure, and having a high and beautiful spire. The New Connection Methodists have chapels in the following places, and elsewhere:—Scotland Street, South Street, Sheffield Moor, Talbot Street, Park, for which the late duke of Norfolk gave the site; one at Broom Hill, which cost £3500. The United Methodist Free Church has a handsome chapel, with schools, in Hanover Street. There are also several smaller chapels in the adjacent villages, and at Walkley. The Primitive Methodists, the Wesleyan Reformers, and the United Methodists Free Church, have several large and well-built places of worship. Likewise the Plymouth Brethren, the Latter Day Saints, and the Swedenborgians, have each a meeting room in the town. There are two Unitarian chapels, and a Catholic Apostolic church in Victoria Street.

The Schools of Sheffield.—The Free Grammar School of Sheffield, in St. George's Square, was built by subscription in 1842, in place of the old free school, erected in 1648 with materials from the ruins of Sheffield Castle. The original school was founded by Thomas Smith, an attorney of Crowland, Lincolnshire. By his will, dated July, 1603, he left £30 a year to Sheffield township "as long as the world shall endure," for the support of "two sufficiently-learned men to teach and bring up the young children there in godliness and learning." For the election of masters and other acts of administration, the founder gave power to the vicar of Sheffield and twelve "of the best and most sufficient parishioners." King James I., in May, 1604, granted letters-patent confirming the institution, and incorporated the vicar and twelve governors with a common seal. Although the master and his assistants were required to be members of the Church of England, and to have graduated at one of the universities, the advantages of the school were not limited to children of any denomination or creed. The Free Writing

School in Schoolcroft, Sheffield, was established by William Birley in 1715, but the present building, which is on the old site, dates from 1827. Forty scholars are taught gratuitously the elements of writing, arithmetic, grammar, geography, and mensuration, from an endowment of about £90 per annum, increased by the admission of private pupils. The Sheffield Collegiate School, founded in 1835, is an elegant Gothic building in a fine position in Broom Hall Park, with grounds extending over three and a half acres. The two great branches of education, classical and commercial, are here taught separately. The Sheffield School of Art, Arundel Street, was first established in Victoria Street, in 1841; but the present Byzantine building, which is large, commodious, and handsome, was opened in 1857. Wesley College, in Glossop Road, was opened in the year 1838, having been built by means of a sum of £15,000 raised in shares. The building, which has a fine Corinthian portico in the centre, and affords accommodation for nearly 250 students, stands in the midst of six acres of land laid out as pleasure grounds. This college is in connection with the University of London, and is empowered to grant certificates to candidates for examination for university degrees.

Schools formed under the Public Education Act.—The provisions of this wise and noble Act have been thoroughly carried out in Sheffield; and in the year 1874 five schools were opened in the presence of his grace the archbishop of York, the Right Hon. E. W. Forster, Mr. Roebuck, M.P., Mr. Mundella, M.P., and the mayor, master cutler, and other leading inhabitants. The following is a summary of what has already been effected:—

Literary and Scientific Institutions.—The Literary and Philosophical Society of Sheffield, founded in the year 1822, holds its meetings in the School of Art, where it has a museum and library. The Sheffield Proprietary Library, founded in 1771, occupies part of the Music Hall, and contains more than 50,000 volumes. It is the property of about 300 shareholders. This town, which a century and a half ago possessed but a few volumes kept in the old vestry, has now several large libraries, public and private, each containing many thousand volumes.

The Sheffield Free Public Library, Surrey Street, is open to the public every day from ten in the morning till half-past nine in the evening, Sunday excepted. This noble library, which is well attended by all classes of readers, was established by the town

council of Sheffield in 1855. The Athenæum in George Street was opened in 1868, as a club-house for ladies and gentlemen, with rooms furnished for the lady members. The Sheffield Club, in Norfolk Street, holds a high position. The Mechanics' Institute was originally founded in 1832, but the present building in Tudor Street was opened in 1848. It has since been sold to the corporation. The Church of England Educational Institute, in St. James' Street, was opened in 1860. The National School, in Carver Street, dates from 1813, and has several branch day and Sunday schools, affording education to above 7000 children. There are many other national day and Sunday schools connected with the church and dissenting places of worship. The Sisters of Mercy have an establishment in Solly Street, and at Howard Hill is the Yorkshire Roman Catholic girls' reformatory school, opened in 1861, for the north of England. This institution is under the management of Sisters of Mercy of the order of St. Vincent de Paul. The Convent of Notre Dame, situated in Springfield, Convent Walk, is a boarding and day school for young ladies, and a day school for poor children.

The Cutlers' Hall in Church Street.—A prominent place amongst the public buildings of Sheffield must be given to the Cutlers' Hall in Church Street, a handsome structure in the Corinthian style of architecture, built in 1832 at a cost of £6500; besides which £5000 has been spent on subsequent additions and alterations, including a new banqueting hall, which was completed in 1868.

The Town Hall of Sheffield.—The Town Hall, built in 1808, has various commodious rooms for municipal and other purposes. The Council Hall was purchased in 1865 from the trustees of the Mechanics' Institution. The County Court Hall, in Bank Street, was built in 1854-55. In 1851 was opened the Norfolk Market Hall, erected at the cost of the late duke of Norfolk, the lord of the manor. In 1871 a new post office was erected by the government, in Old Haymarket. There are various other markets for meat, cattle, corn, hay, &c. In the market place is a bronze statue, by Burnard, of Ebenezer Elliott, the Sheffield "Cornlaw Rhymer," the figure being represented in a sitting position.

Hospitals and Infirmaries.—The Shrewsbury Hospital at Sheffield was founded by Gilbert, seventh earl of Shrewsbury, and completed in 1673 by his grandson, the duke of Norfolk, in compliance with the earl's will. The original hospital, which stood

in the centre of the town, was taken down and rebuilt in its present more agreeable situation, in 1827. The buildings include a chapel, chaplain's residence, and thirty-six dwellings for the pensioners. Not far from it is the monumental cross erected in 1834 in the cholera burial-ground, in memory of the 339 victims of that fearful plague. Hollis' Hospital, New Hall Street, was founded by Thomas Hollis in 1703, for poor widows of cutlers and other alms-women of Sheffield.

The Botanical Gardens.—These gardens were laid out in a very tasteful manner by Robert Marnock, a celebrated landscape gardener, who was afterwards engaged to lay out the Royal Botanical Gardens in the Regent's Park, London. The Sheffield gardens, which were opened in 1836, cover about eighteen acres, in a beautiful situation in the most picturesque part of the outskirts of the town, on a gentle slope, and form a favourite place of resort in the summer season. They contain magnificent conservatories 300 feet long, and a pavilion 120 feet by 33 feet for exhibitions and promenades, where four galas are held in the course of the year.

The Sheffield General Cemetery.—This abode of the dead was formed and opened in the year 1836. It contains more than fourteen acres of land, and is situate on the south-western outskirts of the town, at Sharrow, on an elevated spot of considerable beauty, sloping towards the valley. At the highest altitude stands the cemetery church, erected in 1850, which is a fine specimen of the decorated style, and has a lofty, well-proportioned tower and spire. In this cemetery is buried James Montgomery, the poet, and over his grave stands a bronze statue designed by Bell, the sculptor. The cemetery of Brightside-Bierlow is about a mile from the parish church, on the north side of the town. It was opened in 1860, and covers about twenty-seven acres of land, on which stand two chapels of excellent construction. St. Philip's cemetery, about one mile and a quarter from St. Philip's Church, consists of about five acres of land situated on high ground. The Rivelin Glen cemetery, for the Roman Catholics, was opened in 1862; the public cemetery for the township of Attercliffe, in 1859; and that of Darnall, in 1858.

Persons of note connected with Sheffield.—Amongst the notabilities of Sheffield was the distinguished poet and journalist, James Montgomery, who was born in Ayrshire in the year 1771, but who

spent nearly the whole of his life at Sheffield, and whose remains are interred there. When a child of four years old he began to receive instruction at Gracehill, Antrim, and in 1778 he was sent to Yorkshire to the Moravian settlement at Fulneck, between Leeds and Bradford. He there distinguished himself only for his indolence and melancholy. He took a fancy, however, to poetry, which was his true vocation; and though it was forbidden in the school, he wrote in secret some small pieces before he was fourteen years of age. His teachers became dissatisfied with him, and sent him from his poetical dreams to a business at Mirfield, near Huddersfield, from which he soon ran away. He then went to a situation at Wath, not far from Sheffield, where he remained for a year, and whence he sent some poetry to a London publisher, Mr. Harrison. Having but little money, he presented one of his poems to Earl Fitzwilliam, who gave him a guinea in return. After that he went to London, and was engaged as Mr. Harrison's shopman. His first production in London was the "*Chimæra*." He then wrote a novel which the publisher declined (strangely enough, when we remember Montgomery's subsequent title of Christian poet), because of the number of oaths that it contained. He again went to Wath, but soon removed to Sheffield. In 1794 appeared under his auspices the *Sheffield Iris*, a tasteful and elegant newspaper, which he edited for many years. It was at first successful as a publication; but having in that newspaper given an account of a riot at Sheffield in which he stated that military force was used to quell it, he was brought before the magistrates, and was imprisoned in York Castle for a considerable time, he being probably the most blameless prisoner that ever entered that gloomy prison, and his punishment being altogether the result of the exaggerated fears and political prejudices of the magistrates. Fortunately for himself he had no one dependent upon him, and whilst in York Castle he spent his time in writing a number of lyric poems, to which he gave the name of "*Prison Amusements*." After his release his high Christian character, his warm philanthropy, and gentle manners made him a favourite, not only with his townsmen of Sheffield, but with the whole reading public. He published his fine poem, the "*Wanderer of Switzerland*," soon after the liberties of Switzerland had for a time been trampled on by the republicans of France. This poem obtained for him great popularity, which was still enhanced by the

greatest of his works, "The World Before the Flood," and by the "West Indies," the "Pelican Island," &c. He also contributed largely to the hymnology of the country. He was much attached to the Moravian community, amongst whom he spent his youthful days. In 1830 he gave a course of lectures on poetry at the Royal Institution in London, having previously lectured on the same subject before the Philosophical and Literary Society of Leeds and several other literary bodies. In 1835 he received a pension from the crown. In 1841 he visited Scotland on a missionary tour, and was made a burgess of his native town of Irvine. He lived forty years in the house of his old master, Gales the bookseller, at Sheffield, and died on April 30, 1854. He had lived an active and useful public life in Sheffield for sixty-two years, leaving the character of an excellent man, and of an elegant and graceful poet.

Of a different style, though also excellent in his way, was Ebenezer Elliott, the corn-law rhymers, who was born March 17, 1781, near Rotherham. He was the son of a rough and fervent religionist of Calvinistic doctrine, and his hatred of the corn laws and other abuses, long ago removed, made him a republican. It is said that he was regarded as a dull child, was sent to school for a time, but soon taken away, and transferred to Masbro' Foundry, where his father was a clerk, and where he acquired skill enough to be considered a clever workman. At one time he fell into habits of intemperance, but his early love of nature and of books saved him from the dangers by which he was surrounded. He began to collect botanical specimens, and became a diligent reader and versifier. Nor did he neglect his business, but from his sixteenth to his twenty-third year worked laboriously for his father. Whilst thus employed he composed his first published poem. After a time Elliott set up in business for himself at Rotherham, but failing there removed to Sheffield, where he was very successful as a dealer in iron and steel, and built himself a handsome residence in the suburb called Upperthorpe. Indignation, as Juvenal says, made him write verses. He had not been long settled at Sheffield before he wrote the "Corn Law Rhymes," which made a great impression, especially amongst the labouring classes, and assisted in giving a strong impulse to a just and popular movement, which ended in a great act of national justice. He finally withdrew from business, and retired

to a country residence at Great Houghton, near Barnsley; there he lived surrounded by friends and admirers till his death in 1849. This poet of the poor, as he was called, well deserves to be remembered as a fearless advocate of truth and justice, having lived to see the abolition of those restrictions on the food of the people, against which he had long warred with the vehemence of despair. His occasional excess of vehemence is described in his own words with a true Hallamshire colouring: "Is it strange that my language is fervent as a welding heat, when my thoughts are passions that run burning from my mind like white-hot bolts of steel?" His poems abound in illustrations drawn from Hallamshire scenery.

Barbara Hofland, the writer of the "Son of a Genius," a story that has touched the heart and inspired the ambition of many a young artist, was born in 1770 at Sheffield, where her father, Mr. Robert Wreaks, was partner in a manufactory. At the age of twenty-six she married Mr. Hoole, who was in the same business as her father. But two years after she was left a widow, and was nearly forty years old when she took for her second husband Mr. Hofland the painter, who was then giving lessons in drawing at Derby. On coming to live in London she gave herself up to literary pursuits, writing chiefly books for the young. Her works enjoyed great popularity both in England and America. She died in the year 1844, having survived her second husband nearly two years.

Sheffield Manor.—At the meeting of the British Archæological Association, in 1873, the members paid a visit to the ruins of Sheffield Manor, which occupy two or three acres, and are situated at a short distance from the town. The manor, or lodge, was either built or enlarged by the fourth earl of Shrewsbury, whose *penchant* for building was assisted by the accumulation of his property during a long minority. Mary Queen of Scots spent some part of her time there, Gilbert Talbot, the earl's son, assuring one Dr. Wilson that she was continually watched day and night; men being posted under her windows, over her chamber, and on every side of her, so that unless she could transform herself to a flea or a mouse escape was "impossible." Tradition asserts that she endeavoured to escape from the lodge by a window. The manor escaped the ravages of the Civil War, to which Sheffield Castle, Mary's ordinary place of detention, fell a prey, and was the residence of

agents of the duke of Norfolk till 1706, when the then duke ordered it to be dismantled. The woods which environed it were destroyed, and the park was divided into farms. It is now a farm-house, but the present duke is restoring the part traditionally connected with the Scottish queen. Explanations were given at the meeting as to the works in progress.

Population and Occupations of the Inhabitants of Sheffield.—In Sheffield and Hallamshire we find an entirely new class of occupations from those that are found in the other large towns of the West Riding; cutlery, steel, and iron taking the place of woollen manufactures. According to the Census of 1871, the number of persons in Sheffield of twenty-one years and upwards, whose occupations are described, was 64,018. The chief characteristic occupations of Sheffield were as follows:—Musical instrument makers and dealers, 54; lithographers and lithographic printers, 58—others, 6; wood carvers, 47—others, 8; toy makers and dealers, 5—others, 14; pattern designers, 23; type founders, 49; watchmakers and clock makers, 126; philosophical instrument makers and opticians, 99; weighing-machine scale measure makers, 123; surgical instrument makers, 143; gun-smiths and gun manufacturers, 46—others, 45; engine and machine makers, 1262; spinning and weaving machine makers, 25; agricultural implement makers, 427; millwrights, 108; tool makers and dealers, 1328; file makers and dealers, 3673; saw makers and dealers, 1001; cutlers, 10,296; scissors makers, 828; needle manufacturers, 8; pin manufacturer, 1; others engaged in tool making, 15; coach-makers, 119; wheelwrights, 144; others engaged about carriages, 266; saddlers' harness and whip makers, 101; shipbuilders, shipwrights, and boatbuilders, 7; architects, 46; surveyors, 12; builders, 125; carpenters and joiners, 1248; bricklayers, 893; marble masons, 30; masons and paviors, 893; slaters and tilers, 116; plasterers, 201; paper-hangers, 35; plumbers, painters, and glaziers, 684—others, 8; cabinet makers and upholsterers, 503; carvers and gilders, 72; furniture brokers and dealers, 37—others, 2; manufacturing chemists and labourers, 24; dyers, scourers, and calenderers, 21—others, 32.*

The Steel and Iron Manufactures of Sheffield.—The prosperity of Sheffield during the last twenty years has been prodigiously increased by the improvements in the manufacture of steel. Ac-

* Census of England and Wales, 1872. Population Abstract, vol. iii., p. 484.

cording to a statement of Mr. W. R. Barlow, F.R.S., the president of the mechanical section of the British Association, at the meeting at Bradford in September, 1873, the movement was commenced by Mr. Bessemer seventeen years ago, who read a paper on the subject at the Cheltenham meeting of the British Association that year; and further important steps were afterwards taken in the production and treatment of steel by Dr. Siemens, Sir Joseph Whitworth, and others. In 1850, according to the Jury Reports of the Exhibition of 1851, the total annual production of steel in Great Britain was 50,000 tons. At the present time (1873) the Bessemer process alone supplies upwards of 500,000 tons, the Siemens' works at Landore 200,000, besides further quantities made by his process at other works. This new material is now largely in use for rails and wheel-tires, the duration of steel rails being variously estimated at from three to six times that of iron rails. Steel is used for ships' plates and for the lining of the heaviest guns; whilst Sir Joseph Whitworth and Krupp make guns entirely of steel, though for these purposes the metal is of different quality and differently treated, in order that it may withstand the enormous concussions to which it is subjected. Steel, again, is used for railway axles, crank axles for engines, in boilers, in piston-rods, and for many other purposes. In conclusion, Mr. W. H. Barlow, F.R.S., said, "We possess in steel a material which has been proved, by the numerous uses to which it is applied, to be of great capability and value. We know that it is used for structural purposes in other countries, as for instance, in the Illinois and St. Louis Bridge in America, a bridge of three arches, each 500 feet span; yet, in this country, where modern steel was originated and has been brought to its present state of perfection, we are obstructed by some deficiency in our own arrangements, and by the absence of suitable regulations by the Board of Trade, from making use of it in engineering works." A committee of the Institution of Civil Engineers conducted a series of experiments in 1868, from which it appeared that the mild steels of Bessemer and Siemens-Marten may be taken as capable of bearing a strain of eight tons to the inch, instead of five tons to the inch, estimated for like purposes in iron. Taking the ordinary form of open-wrought iron detached girders, the limiting span in iron with five tons to the inch is about 600 feet; it follows that a

similar steel girder capable of bearing eight tons to the inch would have a theoretical limiting span of 960 feet, practically 900 feet. Mr. Barlow considered that the first step to insure the adoption of steel, was to put the testing on a systematic and satisfactory basis, and next to establish some means by which the metal when tested can have its quality indicated, so as to be practically relied on. Even in the absence of these securities the use of this metal has prodigiously increased during the last twenty years, and its employment forms one of the great sources of the wonderful extension of the trade and manufactures of Sheffield.

LIST OF WORKS HAVING BESSEMER CONVERTERS IN SHEFFIELD IN 1872.

No	Name and Situation of Works.	No. of Converters.	Capacity of Converters.
			Tons.
1	Henry Bessemer & Co., Sheffield, }	2	3
		2	5
		2	10
2	John Brown & Co. (Limited), Sheffield, . . }	2	7
		2	6
3	Charles Cammell & Co. (Limited), Sheffield, .	8	5

The whole number in England of works having Bessemer converters is nineteen. The number of converters is ninety-one, and the capacity of the converters is 119 tons 10 cwt.*

In addition to the works at Sheffield and the neighbourhood having Bessemer converters, in the year 1872, there were works of the same kind at the following places:—Weardale Iron Co.'s. Works, Towlaw; the Glasgow Bessemer Steel Co. (Limited), Atlas Works, Glasgow; Samuel Fox, & Co., Stockbridge Works, Deepcar; Lloyds, Foster, & Co., Old Park, Wednesbury; Bolton Iron and Steel Works, Bolton; London and North-western Railway, Crewe; Lancashire Steel Co., Gorton, Manchester; Mersey Steel and Iron Works, Liverpool; Manchester Steel and Railway Plant Co., Gibraltar Works, Newton Heath, Manchester; Barrow Hematite Steel Co., Barrow; The Dowlais Iron Co., Dowlais; Ebbw Vale Co., Ebbw Vale; Steel Ordnance Co. (Limited), Greenwich; West Cumberland, Workington; Phoenix Iron Co., Rotherham; Carnforth Hematite Iron Co. (Limited), Lancaster.

* Mineral Statistics, &c., 1872, p. 124.

LIST OF MILLS AND FORGES IN THE SHEFFIELD AND ROTHERHAM DISTRICT.

No.	Name of Works.	Name of Firm.	Nearest Port or Railway Station.	No. of Puddling Furnaces.	No. of Rolling Mills.
1	Atlas Steel and Iron (Swinton),	John Brown & Co. (Limited),	Sheffield, .	76	21
2	Cyclops,	Ch. Cammell & Co. (Limited),	"	60	12
3	Steel Works, Grims- thorpe,	" "	"		
4	Yorkshire Steel and Iron Works, Peni- stone,	" "	"		
5	Wortley,	Andrews & Co., . . .	"	15	4
6	Midland,	Midland Iron Co. (Li- mited),	Rotherham,	29	3
7	Phoenix Steel and Iron Works,	Owen's Patent Wheel Fire and Axle Co., .	"	1	2
8	Park Gate,	Park Gate Iron Co., .	"	82	6
9	Northfield,	Neill, Johnson, & Ed- gar,	"	32	3
10	Elsecar and Milton, .	W. H. & G. Dawes, .	Elsecar, .	68	7
Total,				363	58

In the adjoining district of Derbyshire, at Alfreton, Derby, and Chesterfield, there are also 108 puddling furnaces and eighteen rolling mills.*

The Atlas Works were founded by Mr. (now Sir John) Brown about the year 1844, at which time he commenced the manufacture of railway springs, and was the patentee of Brown's Patent Conical Buffer Springs. Mr. Brown had about that time five small works in various parts of Sheffield, and in 1855 he purchased the Queen's Steel Works, Savile Street, situated close to the Midland Railway, changing the name from Queen's to Atlas Works. These works were then situate on the Savile Street, or south side of the Midland line only, the first portion of the "north side" works being opened in June, 1860. Since that time great extensions have been made.

In 1854 Mr. Brown took a partner in the person of Mr. J. D. Ellis, and in 1859 Mr. Bragge also became a partner. In March, 1864, these gentlemen transferred the Atlas Works to a limited company, who have since carried them on under the name of John Brown & Co. (Limited.) Sir John Brown, until 1871, was chairman of the Company; when he resigned, and was succeeded by John D. Ellis, Esq., the present chairman.

* Mineral Statistics, &c., 1872, p. 120.

In 1861 Messrs. John Brown & Co. introduced the manufacture of rolled armour plates into Sheffield, and are now able to roll armour plates ten feet wide. At that time plates four and a half inches thick were thought to be wonderful, but they can now be rolled fifteen inches thick. In 1861, too, the firm adopted the Bessemer process, being the first to take out a license from the patentees. The production of Bessemer steel, for the first week after the commencement of the manufacture, was thirty-two and a half tons. This was in July, 1861: the present productive power of the works is 2000 tons Bessemer steel. Immediately after commencing the Bessemer process, John Brown & Co. applied it to the manufacture of rails, up to that time made invariably of iron, and thus produced the first steel rails ever rolled. At the present day some thousand tons of steel rails are rolled in Sheffield.

In August, 1872, John Brown & Co. (Limited) purchased Car House and Aldwark Main collieries, near Rotherham; and on November 1, 1872, the first blast furnace was lighted, being an extension of the Company's Sheffield works.

At present the Company employ at their various works in Sheffield, Swinton, Hazlehead, and their collieries, from 5000 to 6000 hands, and pay in weekly wages £8000.

There are in the works 150 steam-engines, with a nominal horse-power of 6000, seventy-six puddling furnaces, three blast furnaces, and twenty three trains of rolls. The consumption of fuel at the various works of the Company is at the rate of 250,000 tons of coal and 60,000 tons of coke per annum.

Norfolk Works.—The enormous Norfolk Works undertaking, carried on by Messrs. Mark, Edward, and Charles Henry Firth, under the firm of Thomas Firth & Sons, was established upwards of thirty years ago, and now covers almost thirteen acres of ground, by the side of the Midland Railway. This firm also has extensive works at Whittington, near Chesterfield. The productions of Messrs. Thomas Firth & Sons range, from crucible steel for finest watch springs, up to the large tubes for the Woolwich eighty-ton guns. They produce files and edge tools, as many an old Sheffield house does; but they also forge huge guns of twenty tons weight, and steel shot and shell ranging from 200 to 500 lbs. The famous Woolwich "infants," and also the eighty-ton guns, have been forged in these works, and bear the mark of "Firth's Steel," and no one can visit the ships of the British fleet without seeing on their armament

this well-known name. On the occasion of inaugurating the first twenty-five-ton double action Nasmyth hammer, of which Messrs. Firth have now two at work, General Lefroy and several members of the Ordnance Select Committee were present and inspected the works. They were first shown the rough bars of blister steel as they come from the converting furnace, and saw how they were broken and sorted according to quality, ready for melting and using in the many different ways in which steel is employed. Passing thence, they witnessed one of the ordinary operations of Norfolk Works; the casting of an ingot of steel weighing six tons, that was intended to be forged into a 300-pounder gun. The day was a warm one; and when the furnace men, each in their own departments, began with almost military order and regularity to empty the furnaces and fill the mould, the heat was intense. Upwards of 240 pots had to be emptied to make up the required quantity; and when once the stream of metal begins to flow it must flow on continuously or the casting would be spoiled. No break in the chain occurred, and amidst a heat that only Sheffield men could bear, the casting was successfully made. The visitors were thence conducted to the rolling mills, where they saw the beautiful process of drawing out steel under the rolls, for fine cutlery, crinoline, rifle barrels, and many other purposes. In the same mill were rolls, standing side by side, devoted to the production of those very opposite things—rifle barrels and ladies' crinolines. One of the most interesting sights in Sheffield is the forging of steel shot, as it is done in the shot and shell department of these works. Several of the hammers in this factory were at work, and the visitors had an opportunity of seeing what perfect spheres could be formed and finished under the strokes of Nasmyth's hammers. So beautiful is the work done that the shot, when completed, look more like the productions of a lathe than of hammers capable of striking with the power of hundreds of tons. The visit to these interesting departments was, however, but introductory to the great object of the day, the opening of the twenty-five-ton hammer. Crossing from the shot and shell department to the gun factory, all was activity. Great hammers were thundering upon masses of incandescent metal, with a force that shook the earth, and speedily reduced the ingots to the required dimensions. There were seen twelve and a half ton hammers, until now the largest made, battering into shape and consistency 300-pounder guns. When we remember that only a few years

age 60-pounders were thought monsters in the way of ordnance, and only a short time ago 110-pounders were believed to be the largest guns that could be efficiently worked, the manufacture of 300-pounders seems an advance too rapid for credibility. But even these enormous guns are now outdone, and Messrs. Firth have found it necessary to supply themselves with the means of forging 600-pounders, or even larger. For this purpose they have erected a new mill to contain two twenty-five ton hammers. The weight of the head is twenty-five tons: but it descends by pressure of steam with a force of several thousands of tons, and yet can be regulated by one man with the utmost ease. In looking upon such a monster of power one is apt to forget the difficulties and dangers of erecting it. To see it at work appears so simple a thing, that its very perfection draws attention away from its merits. In forging a 600-pounder gun it only appears equal to its work: but to form some conception of its power, its massive head should be seen descending upon forgings such as are ordinarily put under smaller hammers. Then a large ingot would be flattened at a stroke, and spectators would be conscious of the presence of a force outtravelling that of the titled Titans, and excelled only by those great powers of nature that have rent valleys and upheaved mountains in the geological eras of the world. One peculiarity about the appendages of the new hammer is, that the furnace for re-heating the blocks is not made after the old construction, but is one of Siemens' gas furnaces. The invention has never before been applied to so large a furnace, but in this case has proved a great success. By its means a perfectly clear fire is obtained, together with uniform heat. It is easily regulated, gives off no sulphur, and effects a great economy in fuel. The block on which the hammer descends weighs 160 tons, and was cast by Messrs. J. M. Stanley & Co. James T. Firth & Sons employ about 1500 workmen. They have twenty steam-engines and sixteen steam-hammers. Their products are sent to all parts of the world, and they have been most successful in maintaining a uniform excellence in the quality of their steel.

LIST OF MEMBERS OF PARLIAMENT FOR SHEFFIELD FROM 1832 TO 1874

John Furber.	1832-33	George Holford.	1872-74
James Sir Buckingham.	1833-37	Anthony John Mowbray.	1868
Henry George Ward.	1857-61	John Arthur Roebuck (re-elected).	1874
John Arthur Roebuck.	1861-68	A. J. Mundella (re-elected).	1874

LIST OF MAYORS OF SHEFFIELD FROM THE ADOPTION OF THE MUNICIPAL

ACT TO THE PRESENT TIME.

William Jeffcock,	1843	Charles Atkinson,	1858
Thomas Dunn,	1844	Henry E. Hoole,	1859
Samuel Butcher,	1845	Henry Vickers,	1860
Henry Wilkinson,	1846	Sir J. Brown,	1861
Edward Vickers,	1847	Sir J. Brown (re-elected),	1862
T. R. Barker,	1848	Thomas Jessop,	1863
Thomas Birks,	1849	Thomas Jessop (re-elected),	1864
T. B. Turton,	1850	W. E. Laycock,	1865
John Carr,	1851	John Webster,	1866
W. A. Matthews,	1852	John Webster (re-elected),	1867
F. Hoole,	1853	Thomas Moore,	1868
William Fisher, jun.,	1854	Thomas Moore (re-elected),	1869-70-71
William Fawcett,	1855	John Fairburn,	1872
J. W. Pye-Smith,	1856	Joseph Hallam,	1873-74
R. Jackson,	1857		

LIST OF MASTER CUTLERS OF SHEFFIELD FROM 1777 TO THE PRESENT TIME.

1777 Samuel Norris.	1810 John Tillotson.	1843 Thomas Wilkinson.
1778 William Linley.	1811 John Eadon.	1844 Francis Newton.
1779 Josephus Parkin.	1812 James Smith.	1845 William Butcher.
1780 *John Rowbotham.	1813 John Holt.	1846 Thos. Burdett Turton.
1781 Peter Spurr.	1814 Joseph Parkin.	1847 Henry Mort.
1782 William Fowler.	1815 James Makin.	1848 Frederick Fenney.
1783 Joseph Hawksley.	1816 Thomas Asline Ward.	1849 Henry Atkin.
1784 Benjamin Broomhead.	1817 George Tillotson.	1850 Samuel Scott Deakin.
1785 Thomas Settle.	1818 John Fox.	1851 William Webster
1786 Samuel Wilson.	1819 John Hounsfield.	1852 Michael Hunter.
1787 Jonathan Watkinson.	1820 J. Dixon Skelton.	1853 William A. Matthews.
1788 Thomas Nowell.	1821 William Colley.	1854 Thomas Moulson.
1789 Thomas Tillotson.	1822 Thomas Champion.	1855 Fred. Thorpe Mappin.
1790 Jos. Ward.	1823 Thomas Dewsnap.	1856 George Wostenholm.
1791 George Wood.	1824 Peter Spurr.	1857 William Hutchinson.
1792 John Henfree.	1825 Henry Moorhouse.	1858 Robert Jackson.
1793 Thomas Warris.	1826 William Sansom.	1859 Robert Jackson.
1794 Benjamin Withers.	1827 Samuel Hadfield.	1860 Michael Hunter, jun.
1795 William Birks.	1828 James Crawshaw.	1861 George Wilkinson.
1796 J. Fletcher Smith.	1829 Philip Law.	1862 Henry Harrison.
1797 William Linley.	1830 Enoch Barber.	1863 Thomas Jessop.
1798 S. B. Ward.	1831 †John Blake.	1864 Charles Atkinson.
1799 Benjamin Vickers.	1832 ‡Thomas Dunn.	1865 Sir John Brown.
1800 Samuel Newbold.	1833 Thomas Ellin, sen.	1866 Sir John Brown.
1801 Joseph Bailey.	1834 John Sansom.	1867 Mark Firth.
1802 Joseph Withers.	1835 John Spencer.	1868 Mark Firth.
1803 James Mekin.	1836 John Blake.	1869 Mark Firth.
1804 William Nicholson.	1837 John Greaves.	1870 William Bragge.
1805 John Eyre.	1838 Samuel Hadfield.	1871 Thomas Turner.
1806 John Sorby.	1839 Samuel Smith.	1872 Thomas E. Vickers.
1807 Peter Brownell.	1840 James Moorhouse.	1873 Samuel Osborn.
1808 Ebenezer Rhodes.	1841 Thomas Ellin, jun.	1874 George Wilson.
1809 Robert Brightmore.	1842 William Broadhurst.	

* Mr. Rowbotham died in his year of office, and Mr. Parkin served again.

† Mr. Blake died of cholera during the last month of his official year.

‡ Mr. Thomas Dunn was the first Dissenter admitted to the office of Master Cutler.

The Cyclops Works, Sheffield.—The Cyclops Works in Savile Street (east), were commenced by Messrs. Johnson & Cammell, about the year 1842, when an area of four acres was taken on lease from the duke of Norfolk, and works were erected capable of producing one ton of railway springs per week. The convenient situation of the new works by the side of the Midland Railway, and the enterprise of the partners, soon led to a largely augmented trade, and in 1865 the undertaking was transferred to a limited liability company. The following figures, which have been kindly furnished to us by George Wilson, Esq., the managing director, and master cutler of Sheffield for the year ending August, 1875, will convey the best idea of the growth of this large establishment, and of the various articles now produced there. Besides the original works in Savile Street, which have been extended from four to fifteen acres, the company has works at Grimsthorpe and Penistone, and the average weekly production of the whole is—steel rails, about 1000 tons; railway tyres of crucible and Bessemer steel, about 200 tons; railway springs, about 160 tons; best iron of all kinds, including armour plates, about 450 tons; crucible cast-steel for tyres, plates, sheets, forgings, castings (such as propeller blades and machine castings), steel for railway springs, telegraph wire, &c., about 400 tons; shot by the Siemens-Martini process, about 420 tons. To turn out this immense weekly yield, there are forty-three steam-hammers of all sizes, up to twenty-five tons' weight each; of steam-engines in daily use, there are upwards of eighty, ranging from ten to 1000 horse-power. To supply these hammers and steam-engines with working power, there are 118 steam boilers, many of which are made entirely of steel of the company's make. The number of rolling mills on the various premises is nineteen, the largest of these (the armour plate mill) having rolls 36 inches in diameter, and 11 feet long in the barrel. The cranes for lifting number eighty-seven, and are of various kinds—overhead cranes, hydraulic cranes, locomotive cranes, and others fixed and movable, worked by steam and hand power. All the overhead cranes in use at the works are driven by power, and require only one man to work each. Some are worked by a wire rope not thicker than one's finger, and yet are capable of lifting weights of forty tons each, and of carrying them high over the machines from one end of the shops to the other, to put them down just where they are wanted. The number of converting furnaces employed by the com-

pany is twenty-six. Twelve miles of railway are laid down through and around the company's workshops. The hydraulic press for bending armour plates up to 20 inches in thickness, and 10 feet wide, is capable of giving a dead pressure of fully 3000 tons. All the armour plates made at these works are bent as they come from the rolls, without reheating. The quantity of coal consumed weekly is about 6000 tons, and the number of hands employed upwards of 6000. Recently the company acquired by purchase the Oaks Colliery, near Barnsley, besides other coal mines, and these are now producing 8000 tons of fuel per week.

DATES OF THE PRINCIPAL EVENTS CONNECTED WITH THE HISTORY OF THE BOROUGH OF SHEFFIELD.

Antiquities of Sheffield in Roman, Anglian, and Danish periods.—Vol. ii. pp. 471–77.

Sheffield under the Norman families of De Busli, De Lovetot, and De Furnival.—Vol. ii. pp. 477–80.

1297.—Thomas de Furnival's charter to the burgesses of Sheffield.—Vol. ii. p. 479.

1409.—Sheffield passes by marriage to the house of Talbot.—Vol. ii. p. 480.

1453.—John Talbot, the great earl of Shrewsbury, slain at the battle of Chatillon.—Vol. ii. p. 480.

1539.—Cardinal Wolsey confined at Sheffield manor.—Vol. ii. p. 481.

1554.—The Town Trust of Sheffield formed.—Vol. ii. p. 483.

1587.—Mary Queen of Scots put to death after eighteen years' imprisonment, of which thirteen years were spent in the castle of Sheffield.—Vol. ii. p. 481.

1616.—Lady Alethea Talbot marries Thomas Howard, earl of Arundel and Surrey, heir to the dukedom of Norfolk.—Vol. ii. p. 482.

1628.—The cutlers of Hallamshire erected into a corporate body.—Vol. ii. p. 482.

1644.—The castle of Sheffield besieged and taken in the Great Civil War.—Vol. ii. p. 482.

1648.—The castle of Sheffield destroyed by order of the Long Parliament.—Vol. ii. p. 482.

1706.—The manor house of Sheffield dismantled.—Vol. ii. p. 482.

1727.—The progress of Sheffield in the eighteenth century. Daniel Defoe's account of the town of Sheffield at this time.—Vol. ii. p. 484.

1742.—Discoveries of Bolsover and Hancock in the art of plating silver.—Vol. ii. p. 484.

1751.—The river Don made navigable to Tinsley, and afterwards to Sheffield.—Vol. ii. p. 485.

1773.—Assay Office established at Sheffield.—Vol. ii. p. 484.

1786.—Introduction of steam-power.—Vol. ii. p. 485.

1871.—Population and occupations of the inhabitants of Sheffield.—Vol. ii. p. 498.

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- 1872.—List of works having Bessemer converters in Sheffield and other places.—Vol. ii. p. 500.
- 1872.—List of mills and forges in the Sheffield and Rotherham district.—Vol. ii. p. 501.
- Churches and chapels of Sheffield from the earliest period to the present time.—Vol. ii. pp. 486–91.
- Schools of Sheffield.—Vol. ii. pp. 491–92.
- Public buildings of Sheffield.—Vol. ii. pp. 492–94.
- Persons of note connected with Sheffield: James Montgomery, Ebenezer Elliot, and others.—Vol. ii. p. 494–97.
- Rapid progress of steel and iron manufactures since the discovery of the Bessemer process.—Vol. ii. p. 498.
- Description of the Atlas Works, founded by Sir John Brown.—Vol. ii. p. 501.
- Description of the Norfolk Works, founded by Messrs. Thomas Firth & Son.—Vol. ii. p. 502.
- Description of the Cyclops Works, founded by Messrs. Johnson & Cammell.—Vol. ii. p. 506.
- List of Members of Parliament for Sheffield from the Reform Bill, 1832, to 1874.—Vol. ii. p. 504.
- List of Mayors of Sheffield from the adoption of the Municipal Act, 1843, to 1873–74.—Vol. ii. p. 505.
- List of Master Cutlers of Sheffield from 1777 to 1874.—Vol. ii. p. 505.

CHAPTER IX.

HISTORY OF THE COMMERCE, PORT, AND BOROUGH OF KINGSTON-
UPON-HULL.

KINGSTON-UPON-HULL is mentioned by the name of Hull, in the annual accounts of the high sheriffs of England, known by the title of the Great Rolls of the Pipe, in the fifth year of the reign of King John, A.D. 1203-4. At that early age Hull had attained the position of the sixth port, or as they were then called "free boroughs on the sea," in England. This appears from a comparison of the sums paid in that year by Hull and other places, to a tax of one-fifteenth per cent. on moveable goods or merchandise, in nearly forty free boroughs on the sea, commencing with the great port of London, and including all the considerable ports of the kingdom, and even some of the smaller ones, which then only paid a few shillings each to the tax mentioned above.

Before this time the port of Hull was known by the Scandinavian name of *Vyk* or the Harbour, which was afterwards changed to the English names of *Wyke*, *Wyke de Mitune*, or *Wyke-upon-Hull*, by which it was generally known previous to the reign of king John. The Scandinavian term "*vyk*," a harbour or creek, is found in the names of seaports in Denmark, and along the eastern coast of Great Britain, as in the slightly altered forms of "*wyke*" or "*wich*." The use of this name as a termination extended from Norway and Iceland, and from Lerwick in the Shetland islands and Wick on the coast of Caithness, to Berwick-upon-Tweed, to Wyke-upon-Hull, and to Dunwich, Ipswich, and even to Greenwich and Sandwich on the Thames, and on the coast of Kent. There are six or seven places on the sea-coast of Yorkshire which still bear the name of *Vyk* or *Wyke*, or close with that word, and it is probable that this is also the origin of the Norse name *Jorvik*, from which the well-known name of York is derived. In the Danish times and for some ages previous to the Norman conquest, the old Roman city of *Eboracum*, the name of which the Angles altered to *Eoforwic*, was again altered by the Danes to *Jorvik* or *Yorvik*, which probably

meant in their language "the harbour of the Yore or Ure." Nearly the whole of the names on the east coast of Yorkshire and Lincolnshire are of Danish origin, including Whitby, Grimsby, Selby, and Holderness. In the names of the villages Alnwick, Burstwick, Bewick, Bonwick, Oustwick, Wellwick, and Withernewick, the concluding syllable of wick is derived from the Danish word "vyk," meaning a harbour, or from the Anglian word wic, meaning a camp. Of these vycs, or wicks, that on the river Hull was probably the most important. It is not possible to trace the name of Hull to any earlier period, though Beverley existed under its present name in the time of the Anglian kings, and the estuary of the Humber is mentioned by the Greek geographer, Claudius Ptolemy, under the name of the Abus, about 150 years after the commencement of the Christian era.

It is only within the present century that the early history of Hull has been clearly traced by the late Charles Frost, F.S.A., in his notices relative to that town and port, compiled from original records and previously unpublished manuscripts, which were issued in the year 1827.* Amongst the documents relating to Hull published by him is a grant, without date, of lands "del Wyke de Mitune," which is known to have included part of what was afterwards called Hull, made to the monks of Melsa or Meaux Abbey, situated a few miles from Hull. Mr. Frost supposed that this grant was made about the year 1160 (7th Henry II.), by Matilda, the daughter of Hugh Camin, a considerable landowner in that neighbourhood. He states that the "original charter has escaped the ravages of time, and is preserved amongst the ancient muniments of the corporation of the mayor and burgesses of Hull. It is," he says, "a fine specimen of caligraphy, and the beauty of the writing is heightened by the contrast between it and the rude seal of the grantor, which is attached to the instrument." The following is a translation of this ancient grant:—"To all the sons of Holy Mother Church, as well present as to come, who shall see and hear these letters, Matilda Camin, daughter of Hugh Camin, sends greeting: Know ye, that I have demised and sold to the monks of Melsa two entire parts of the land of my patrimony of Wyc of Mitune, and also two entire parts of my patrimony of seven ox-gangs of land in the territory of the

* Notices relative to the early History of the Town and Port of Hull: compiled from original records and unpublished MSS., and illustrated with engravings, etchings, and vignettes, by Charles Frost, F.S.A., 1827.

aforesaid vill of Mitune; namely, those four ox-gangs which did pertain to my part when the land was divided between me and the Lady Anor, my mother, and pasture for 800 sheep, with all other the appurtenances within the vill and without; so nevertheless that the three ox-gangs which remain in the aforesaid vill of my fee shall have as much pasture as pertains to three other ox-gangs, which the monks hold in the same town. Also, I have sold to the said monks the 'toft' [the Danish name of an inclosure] in which the Hall was situate, with all the tofts which did pertain to my aforesaid part, and the bed of one fishery in the Humber, and two parts of the salt pits of my fee in the same vill, and two parts of cotecroft and two parts of lancroft, in the same manner in which the aforesaid parts were divided, when the aforesaid land of Mitune was partitioned between me and the before-named Anor, my mother; and all my jurisdiction of the aforesaid vill, as it remained to my part and to my use on the day on which partition was made between me and my mother, with all the appurtenances within and without the vill, without reserve, I have sold to the aforesaid monks for fourscore and eleven marks of silver, which they have given to me" (equal to about £900 of modern money); "and I grant and by testimony of the present deed, as far as in me is, do confirm to the aforesaid church of Melsa, that all the aforesaid premises shall be holden of me and my heirs in perpetual alms, free from all earthly service which shall pertain to me or to my heirs; saving, nevertheless, foreign service, as much as pertains to other four ox-gangs of land in the same vill of the same tenement, except counties, and wapentakes, and trithings [now called Ridings], whereof I and my heirs will wholly acquit the monks of the aforesaid church; and with all other liberties and free customs, the aforesaid monks shall have and hold the aforesaid premises as freely as I or any of my ancestors at any time freely held the same, in meadows, in pastures, in fields, in waters, in ways, in paths, and in all other easements, within the vill and without. And that all the premises may be holden as aforesaid, and warranted against all men to the use of the church of Melsa and the monks there serving God, without evil design, I have placed the same in the hands of Basilia, daughter of Odo de Frieboys, and have confirmed the same by my oath on the Holy Evangelists, before these witnesses—John, priest of Waghen; Richard, son of Seherius de Sutton; William de Emminghebur;

Geoffrey, the priest, brother of Ralph de Dudingheton ; Thomas, parson of Waghen ; Thomas, the brother of Bennet de Sculecothes ; Peter, son of John de Melsa ; Stephen le Blache ; Robert, son of Seherius de Sutton ; Basilia, the wife of Richard de Sutton ; Christian, the wife of Bennet de Sculecothes ; Aldured, the wife of Thomas de Ruda ; Matilda, the wife of Robert de Swine ; Juliana, the wife of Richard de Waghen ; Robert, son of Richard de Scures ; Adam and Alexander, sons of John the Priest."

After giving the above grant, Mr. Charles Frost observes, "As introductory to a few observations on this grant, we shall give some account of the monastery of Melsa, which from the connection of that religious house with the town of Wyke or Hull, for a period of nearly a century and a half, will not be thought irrelevant to our subject. This monastery was founded in the year 1150 by William le Gros, earl of Albemarle, in commutation of a vow which he had made to go on pilgrimage to the Holy Land. He selected for its site a sequestered spot in the township of Melsa or Meaux, in Holderness, about five miles from Hull, and dedicated it to the service of God and the fraternity of monks of the order of Cistercians. Out of his ample possessions he made liberal donations to the monks of Melsa, who were also indebted to many of the neighbouring barons and gentry for extensive grants of land, particularly in Yorkshire. Of these grants the histories and registers of the abbey contain full records, the most perfect of which are to be found in an original chartulary, beautifully written upon vellum, about the close of the fourteenth century, and now preserved in the British Museum."

Mr. Frost states that from Matilda de Camin's charter we learn that, in addition to the lordship of Myton, there was also a town which bore that name. This town is mentioned in documents of more recent date, but it has long ago been lost. It is probable that it was absorbed in the increase of Wyke or Hull ; but it is remarkable that neither any written document nor even tradition has marked the spot where it stood, or left any ground for conjecture under what circumstances or at what period it ceased to exist. All that we can now learn respecting it is, that in very early times it had a chapel which was destroyed by the monks of Melsa, who were compelled to make atonement in the 4th and 5th year of King John, 1205, for that and other transgressions, by paying a fine of 100s. (about £75 of modern money) as a compensation to Richard

Ducket, then clergyman (*persona*) of the church at Hessle. The necessity of providing an additional place of worship within the parish of Hessle, for the use of the inhabitants of Myton and Wyke, affords very strong evidence that the population of those places was at that period, not only considerable, but increasing.

The book of Meaux furnishes some early instances in which Hull is mentioned, both as a place and as the name of a family. In the year 1160 (7th, Henry II.) a croft in Sutton is described as having formerly belonged to Henricus de Hull; and soon after the commencement of the reign of Henry III. we find enumerated, in a list of the benefactors of the abbey, Henricus de Hull, son of Roger de Hull, and Agnes, the daughter of Thurstan de Hull. In addition to these instances the Great Roll of the Pipe of the 48th Henry III. makes mention of Stephen de Hull and Thomas de Hull. Hull is likewise mentioned as a town in a demise, from Sayer de Sutton to the abbot and canons of Thornton in Lincolnshire, of common pasture in the territory and marshes of Sutton, Hull, Sudcotes, and Drypole, with free ingress and egress between Hull and Wiflet. The register of Walter Giffard, archbishop of York, who died in the year 1279, also speaks of lands held by Walter de Gray in Sculcoates, Drypole, and Hull, while the Lady Joanna de Stotvill's men of Hull are mentioned in an agreement made between her and Archbishop Giffard in the year 1269. It was in 1278, the 6th Edward I., that that king granted to the abbot of Meaux the right to hold a market on Thursday in each week "at Wyke near Miton-upon-Hull," and also a fair. Before granting permission to hold this market and fair, an inquisition was taken at York before Thomas Normanville, the king's steward, in which it was found by the jury that the abbot and his successors might have a market and fair at Le Wyke, without injury to the king or to the neighbouring markets and fairs.

The fact that Hull had attained a considerable position among the ports of England about this time, is proved still more clearly by the following account, already referred to, of the respective amounts paid by the principal ports of England to a tax of one-fifteenth on the goods of merchants, raised in the year 1203-4, the 5th of King John. The whole amount paid by all the ports of the kingdom to this tax in that year was about £5000; but that amount, allowing for the difference between the value of silver at that time and its present value, was equal to about fifteen times as

much as in the reign of King John. The following is a list of the ports of England in the reign of King John, and of the amount paid by each, both in the money of his reign and in that of the present time:—

PORTS.	In Money of King John.			In Money of Present Day about			PORTS.	In Money of King John.			In Money of Present Day about		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
London, . . .	836	12	10	12,549	12	6	Jarrow, . . .	42	17	10	643	7	0
Boston, . . .	788	15	3	11,831	8	9	Coton, . . .	0	11	11	8	18	9
Southampton, .	712	3	7	10,682	13	9	Norwich, . . .	6	19	10	104	17	6
Lincoln, . . .	656	12	2	9,848	2	6	Oxford, . . .	11	7	0	170	5	0
Lynn (King's), .	651	11	11	9,773	18	9	Ipswich, . . .	7	11	7	113	13	9
Hull, . . .	344	14	7	5,170	18	9	Colchester, . .	16	8	0	246	0	0
York, . . .	175	8	10	2,631	12	6	Sandwich, . . .	16	0	0	240	0	0
Dunwich, . . .	104	9	0	1,566	15	0	Rye, . . .	10	13	5½	160	1	10½
Grimsby, . . .	91	15	1½	1,376	6	10½	Dover, . . .	32	6	1	484	11	3
Hedon, . . .	60	8	4	906	5	0	Winchelsea, . .	62	2	10½	931	10	7½
Yarmouth, . . .	54	16	6	822	7	6	Pevensey, . . .	1	1	11	16	8	9
Barton (on Hum- ber), . . .	33	11	6	503	7	6	Seaford, . . .	12	12	2	189	2	6
Scarborough, . .	22	14	0½	340	10	7½	Shoreham, . . .	20	4	9	303	11	3
Willingham, . .	18	15	10½	281	18	1½	Chichester, . .	23	6	0	349	10	0
Selby, . . .	17	11	6	263	15	0	Exmouth, . . .	14	6	6	214	17	6
Whitby, . . .	0	4	0	3	0	0	Dartmouth, . .	3	0	6	45	7	6
Newcastle-on- Tyne, . . .	158	5	11	2,374	8	9	Saltash, . . .	7	4	8	108	10	0
							Fowey, . . .	48	15	11	731	18	9

It will be seen from the above table, that Hull was a very considerable port at the beginning of the reign of King John, in the year 1203-4. The importance of Hull or Wyke-upon-Hull, both as a town and place of trade in the 6th year of King Edward I., in the year 1277-78, is testified by a petition of the abbot of Meaux to that king, praying that the abbot and his successors might hold a market on Thursday in each week at Wyke, near Myton-upon-Hull; and that they might hold a fair there in each year on the Eve or Vigil, the day and the morrow, of the Holy Trinity, and on the twelve days following. Soon after this we find royal mandates addressed to the bailiffs of Hull. In the interval of ninety years between the date of the above return of King John in 1203-4 and the year 1293, when Hull passed into the hands of King Edward I., and was made a royal borough under the style and title of Kingston-upon-Hull, it is frequently mentioned, sometimes as Hull, sometimes as Wyke (or the Harbour) upon the sea, in such a manner as to show that it was rapidly advancing in trade and population.

Towards the end of the reign of King Henry III., the son of

King John and the father of King Edward I., before surnames had come into common use and when people chiefly derived their appellations from the towns or villages which they inhabited, William de Wyke, the son of Simon de Wyke, granted to Walter Giffard, archbishop of York, all his lands in Wyke upon the river Hull, lying between the lands of Stephen, son of Robert de Wyke, and the lands which William de Wyke held of the abbey of Meaux. We find also the name of Thomas de Wyke as an attesting witness to grants from Alicia de Longo Campo, lady of Burton, in the 3rd year of King Edward I., 1275.

We learn from the history of the abbey of Meaux that in the year 1293 King Edward I., who was then carrying out his great and formidable, but ultimately unsuccessful schemes for the conquest of Scotland, purchased the property and rights of the monks of Meaux, in Hull or Wyke-upon-Hull, and raised that port to the rank and dignity of a royal borough, conferring upon it the name of Kingston-upon-Hull, or the King's Town on the river Hull, which has been its proper name from the reign of King Edward I. to the present time. The price which the king agreed to pay to the abbot and monks for their possessions in Hull was a yearly fee farm rent of £78 14s. 6d., a sum equal to at least £1000 a year of the money of the present time. That was an exceedingly high rent in those days and one which shows the progress that the port of Hull had already made. At that time the yearly value of the adjoining manor of Myton was only £24 6s. per annum in the money of that period, or not much more than the third part of the value of the property of the monks in Wyke-upon-Hull.

No sooner had Edward I acquired the absolute ownership of Wyke-on-Hull than he changed its name, and honoured it with the royal appellation of Kingston or Kingston-upon-Hull. This appears from the Book of Melsa, folio 211, in which it is stated that the king, having obtained the said town of Wyke and manor of Myton, changed the name of the vill of Wyk and caused it to be named the town of Kingston-upon-Hull. "In addition to this passage we may cite others" says Charles Frost, "which together must remove all doubt of the fact that one and the same town was designated under the several names of Kingston, Hull, and Wyke: for instance, 'Our town of Wyke, which now with a changed name is called Kingston-upon-Hull;' and the passage where it is stated that 'Our lord Edward, formerly king of

England, of famous memory, the town of Wyke, then on the water of Hull situated, acquired, and caused it to be named the town of Kingston-upon-Hull.’”

When King Edward I. had acquired the ownership of Hull he made it a royal borough, placed it under the government of a warden (*custos*) and bailiffs, and made it a manor of itself, independent of Myton. The first official document in which we meet with the new name for Hull is a writ of inquiry (*ad quod damnum*) dated November 5, in the 22nd of Edward I. (1294), directed to “the King’s Bailiffs of Kingston-super-Hull,” commanding them to inquire, by the oath of good and lawful men of the town, whether it would be to the prejudice of the king or any other person, if he should grant that Philip de Coltfield might acquire and hold to himself and his heirs, by the due and accustomed services, a messuage with its appurtenances in the town of Kyngeston-on-Hull, which Ivo de Cottingham, formerly a burgess of the said town, held of the king on the day on which he died, and which by his death had come into the king’s hands. The inquisition took place at Kyngeston-on-Hull, on Wednesday, the morrow of the Epiphany (6th of January, 1294), the 23rd of Edward I.; and the jury found that the grant might be made without prejudice to the king or to any other person. The jurors likewise found that Ivo de Cottingham had done suit to the king’s court twice, and had paid a rent of 20s. (equal to about £15 of modern money) per annum, and that the messuage in question was worth 10s. a year beyond the amount of the rent. Another inquisition was made about the same time on the death of William de Moule, who, as the jury found, had held on the day on which he died four tofts in the town of Kyngeston-super-Hull at an annual rent to the king of 29s. 4d.; the tofts being worth £2 2s. 4d. beyond that sum.

Visit of King Edward I. to Hull.—A mint for the coinage of money was established at Hull soon after it had been raised to the position of a royal borough; and in the year 1300 this great king, who was not only the most celebrated warrior of his time, but who has also been called the English Justinian from the wisdom and number of his laws, and who certainly first gave the sanction of the crown to the representative system of England, and to that famous parliament which has become the mother of parliaments, and the example to the whole world of representative government, conferred on the burgesses of Hull the honour of a personal visit. “After

holding a parliament," says Charles Frost, "in April, 1300, he set out for the north; and taking the route through Lincolnshire, he crossed the Humber with his retinue, on the 26th May, by the royal ferry between Barton and Hessle. The high road northward (*viâ regia*) lay at that time in a direct line from Hessle to Beverley; but the king took a circuitous route thither, solely for the purpose of viewing the state of the newly created borough of Hull, where, though his stay was of short duration and no particulars are recorded of his proceedings, the effects of his visit were soon visible in the various improvements by which it was succeeded, and particularly in the pavement of the streets, for defraying the expenses of which a grant was made, a few days after the king's departure, of certain tolls, to be levied on all goods coming to the town for sale within the five succeeding years. The roads in the neighbourhood of the town were likewise repaired; and in the 19th year of the same king a ferry was established across the Humber, between Barton and Hull, the value of which in the year 1320 was 40s. in the money of that time, equal to about £30 in present money. So great was the progress of intercourse with the new port that the value of this ferry had risen, in the 30th year of the reign of Edward III., 1356, to the sum of £535 4*d.*, which (if we assume that the money of that time retained the proportion to present money, assigned to it by Sir Thomas Hardy, which is £15 for every £1 of the money of that time) would amount to a sum of from £7000 to £8000. Even in modern times, when Mr. Frost wrote his "Notices" in the year 1827, this ferry produced a rental to the corporation of Hull, of £900 per annum. In explanation of the charges in the reign of Edward III., it should be mentioned that the passage of Edward I. and the royal party across the Humber occupied two days, the sum of 13*s.* having been paid for the wages of Galfrid de Seleby (Selby) and other sailors, with eleven barges and boats employed during that time.*

King Edward III. and the De la Poles, and other Merchants of Hull.—When that most vigorous and able but ambitious king, Edward III., abandoned the wild schemes of his grandfather and father for the conquest of Scotland, he undertook the still wilder project of conquering France, to which he claimed a right, in spite of the Salic law, through his mother, Queen Isabella, wife of Edward II. So popular was the war with France, at its commencement, that the

* Charles Frost's *Notices of Hull*, pp. 61-67.

Parliament adopted the cause of the king with great eagerness, and granted supplies far exceeding those granted to any previous sovereign. But money being at that time both scarce and somewhat debased in England, the Parliament voted a grant to the king of 30,000 bags of wool, the greater part of which was collected in the different counties, and a portion no doubt brought down the Trent, the Ouse, and other streams which swell the Humber, for the purpose of being shipped to Flanders, where King Edward III. was assembling the army that afterwards fought the battle of Crécy, and where there was an unlimited demand for English wool, which was then the only great article of export from this country, and was only allowed to be exported on extraordinary occasions. William de la Pole, of Hull, had at that time extensive commercial operations with the merchants of Antwerp, and he and some of the greatest merchants in London raised amongst them the enormous sums of money which were required for carrying on this most costly war. Sir William de la Pole alone, who obtained from the king the flattering titles of the Merchant to the King (*Mercator Regis*), and Our Beloved Merchant (*Dilectus Mercator Noster*), is said to have raised no less a sum than £18,500, an amount certainly equal to something approaching very nearly to £200,000 of modern money. Even this he would have no difficulty in raising, from his own great resources and those of his friends in Hull, Antwerp, and Bruges, on the credit of a government which had the disposal of 30,000 bales of English wool, generally considered to be worth about £40 a bale in modern money. This was the commencement of the enormous wealth acquired by, and the distinguished honours conferred upon, the famous family of the De la Poles, the merchant princes of Hull. We are also told by Leland that they were extensively engaged in the fisheries of Iceland and of the Arctic Seas, which were for hundreds of years amongst the great and staple resources of the commerce of Hull.

The Erection of Suffolk Palace at Kingston-upon-Hull.—Sir Michael de la Pole, the son of Sir William, was not less a favourite with Richard II. than his father had been with the preceding monarch. He had held the position of admiral of the fleet on the northern parts of the coast in the 51st year of Edward III. and the 1st of Richard II.; and in the latter reign, in addition to a pension or income of £50 per annum, equal to from ten to fifteen times as much in modern money, he was made lord-chancellor of

England, and afterwards created Earl of Suffolk. He it was who beautified his native town of Hull with many fine buildings. About the time when he received the somewhat incongruous office of lord-chancellor, after holding that of admiral of the northern fleet, he "began to erect" (at Hull) "that stately and superb palace known afterwards by the name of Suffolk's Palace, which stood opposite to the west end of St. Mary's Church. At the entrance into this spacious edifice there was a lofty and grand gateway, over which, supported by strong timbers, were erected two chambers. At the end of a passage leading to the gateway, upwards of thirty yards long and six broad, stood a spacious and handsome tower, three stories high, covered with lead, in which were chambers eighteen feet square. Adjoining this tower was a court-yard containing two roods of ground, neatly covered with a large square pavement, and each side of the yard was adorned with elegant buildings. On one side was a large hall, built of brick and stone, sixty feet in length and forty in breadth. At the west end was a fine range of buildings which occupied the whole side of the square. North of this court lay another yard neatly walled, containing an acre or more of land, ornamented with fish-ponds and a dovecot; and to the west of this was a pleasant spot of ground, containing two acres of pasture, inclosed with a brick wall, which was still standing nearly to the end of the last century, and which is described in Tickhill's "History of Hull" as adjoining the Manor Boarding School. "Before the great hall window," says Tickhill, "was a most delightful and spacious flower garden of upwards of an acre. On the north side stood a beautiful chapel, dedicated to St. Michael the archangel. This was the town house or palace of the earls of Suffolk; and in addition to this the earl erected three other splendid and magnificent houses, adorned with stately towers, two of which stood within the town, but the other was situated at a small distance from it, and commanded an extensive and delightful prospect of the country adjacent."* The wonderful prosperity of the earl of Suffolk, though not greater than might have been acquired in the extensive operations and the important offices which he held as the manager of the royal finances, or in other important offices under the crown, made him an object of great envy; and in the conflicts which ultimately led to the deposition and murder of Richard II. and to the occupation

* Tickhill's History of Hull, pp. 39, 40.

of the throne by Henry of Bolingbroke, the earl of Suffolk was driven into exile, and ultimately died in France, in the year 1389.

But the greatness of the house of De la Pole did not expire with the death of the second earl; and in the many changes of the houses of York and Lancaster, Michael de la Pole, the third earl, again rose to a high position, distinguished himself greatly in King Henry V.'s invasion of France, and was slain at the battle of Agincourt, in the year 1415. His next brother, William, the fourth earl of Suffolk, fought his way through twenty-four campaigns in France, without once visiting England, and when France was finally lost had to bear the discredit of that misfortune. Nor were his fortunes ultimately very much improved by the distinguished part that he took in bringing about the marriage of the youthful King Henry VI. with the beautiful Margaret of Anjou, the daughter of the feeble-minded René, king of Sicily, which indeed raised him to a higher position, and secured to him the titles first of marquis and afterwards of duke of Suffolk, but in the end involved him in the fortunes of the house of Lancaster at their darkest period, and caused him to be tried, driven into exile, and ultimately murdered on the high seas, in the year 1450. Even then the house of De la Pole was not destroyed, for the dukedom was revived, and John de la Pole, duke of Suffolk, married Elizabeth Plantagenet, sister of Edward IV. and Richard III., and by her had issue, John de la Pole, earl of Lincoln.*

Although the movement caused by the wars of King Edward I. and his successors in Scotland gave a great impulse to the trade of Hull, yet the fortune of war brought an invading Scottish army into Yorkshire in the year 1322 (after the battle of Bannockburn), which threatened the town of Hull with destruction. At that time the inhabitants petitioned the king for license to fortify the town with ditches and moats, which license was very willingly granted. These fortifications were gradually enlarged in succeeding reigns, by the addition of castles, blockhouses, &c., until Hull became one of the strongest fortresses in the kingdom. This it continued to be down to the great civil war, when its possession became the chief object of contention between Charles I. and the parliamentary armies under Fairfax. The citadel of Hull, afterwards erected by order of Charles II. at a cost of more than £100,000, stood on the east side of the river Hull, and the arsenal was large enough to contain

* Allen's History of Yorkshire, vol. iii. p. 27.

equipments for 20,000 infantry and 3000 cavalry, besides ordnance and stores for fourteen sail of the line. But in the year 1863 the commissioners of woods and forests decided to abolish this ancient stronghold, which was sold that the land might be used for docks and iron-shipbuilding yards. At the present day not a vestige remains of the ancient fortress, which for several centuries rendered Hull the chief defence of the north of England against foreign invasion. In the reign of Queen Elizabeth, Hull supplied 800 men and £600 to defend the kingdom against the Spanish Armada.

Origin and Progress of the Commerce of Hull.—The commerce of Hull dates at least, from the age of the Scandinavian occupation of this part of England, nearly a thousand years from the present time. There is every reason to believe, not merely from the name, but from historical evidence, that Vyke or the Harbour, the predecessor of Hull, was occupied by the bold navigators of the Scandinavian race, who ruled nearly the whole of the present counties of York and Lincoln, and indeed the whole of the counties included in the great valleys of the Ouse and Trent, during the 200 years which preceded the Norman conquest. The natural superiority of Hull as a seaport arises from its proximity to the sea, from its great depth of water, and from the shelter given to vessels in the river Hull, which there enters the estuary of the Humber. There is no other position on the Humber, the Ouse, or the Trent, which possesses either the same depth of water or the same easy access to the German Ocean.

The first great trade of Hull, then probably called Vyke or the Harbour, was in the stock-fish or dried fish of the Arctic Ocean, which was most extensively consumed in the weekly and yearly fasts of the Roman Catholic Church, not only in England, but in all parts of Western Europe. The second great source of the trade of this port was in supplying the merchants of Flanders, and even of Florence and Lombardy, with the English wool which they used in their manufactures, and which was produced in great abundance on the sheep pastures of Yorkshire, and in all the districts watered by the Ouse and the Trent. These two great branches of commerce were the chief sources of the wealth of the De la Poles of Hull. Their name is found in connection with all that is great and striking in the history of the commerce and progress of Hull, from the reign of Edward III. to that of Henry VI.

In the reign of the Tudor kings and queens Hull had attained

a high degree of prosperity, and was second only to London in the extent of its trade. Leland in his "Itinerary," written in the reign of King Henry VIII. and published about the year 1538, after giving an erroneous account of the early history of Hull (which he describes as having originated in the reign of Edward III.) gives a very clear and spirited account of what he had himself seen of the town, as it was at the time when he visited it, and as it had been for many years previous to that visit. "The first great increase of the town," he says, "was by passing for fish into Iceland, from whence they had the whole trade of stock fish [dried fish] into England, and partly other fish. In Richard II.'s days the town of Hull waxed very rich, and Michael de la Pole, merchant of Hull, came into so high favor for wit, activity, and riches, that he was made Earl of Suffolk, whereupon he got of King Richard II. many grants and privileges to the town; and in his time it was wonderfully augmented in buildings, and was inclosed with ditches, and the wall begun and in continuance ended, and made all of brick, as most of the houses of the town at that time were." Leland further says of Hull, that the country about the town was very fruitful of meadow and pasture; and that there was much cable-making and winding of hemp for small cords. He also says that there was no wall to the river Hull, but each merchant had his own stairs even to the north gate. He adds that Michael de la Pole built a good house of brick, with goodly orchard and garden. There were many religious foundations made by merchants of Hull. The town was paved with stones brought from the island of Iceland, which we now regard as belonging to America.

Camden's Account of Hull, in the Reign of Queen Elizabeth.—The account of the port of Hull given by Camden, who wrote about fifty years later than Leland, is of considerable interest, and shows that Hull was then advancing rapidly. After describing the town of Beverley and the river Hull, which flows past it, entering the river Humber at Hull, he states that near its mouth that river had a city of the same name, properly named Kingston-upon-Hull, but commonly known as Hull. He says that it had been formerly called Coning-cliffe or King's-cliffe; but of that there is no historical evidence. At the time when Camden wrote, Hull had risen to be a port of high standing, and was then the most celebrated emporium of that district, "with magnificent buildings,

strong fortifications, crowded ships, abundance of merchants, and a great affluence of all things." This prosperity, he states, had arisen partly from the privileges which Michael de la Pole, the grandson of one of the most distinguished merchants of Hull, had obtained for them when raised to the dignity of earl of Suffolk, and partly from a profitable trade with Iceland in dried fish, called stock-fish, from which they had accumulated great riches. Thence, in a very short space of time, a strong wall had been built, strengthened by numerous towers, by means of which their city was defended, wherever it was not sufficiently protected by the rivers Hull and Humber. He says that, owing to the great extent of the trade and the large quantity of stones brought in ballast by their ships, all parts of the city were beautifully paved and constructed. As magistrates they had had first a custos or warden, then bailiffs, afterwards a mayor with bailiffs, and from the time of Henry IV. a mayor and sheriffs, and the city itself made into a county. Hull appears to have been very nearly the first outport of England in the reign of Queen Elizabeth, if we may judge from the comparative amount paid as customs at that time. The average receipts of great customs of the principal outports of England from the 20th to the 25th Queen Elizabeth were as follows:—

AVERAGE CUSTOMS REVENUE OF THE CHIEF OUTPORTS OF ENGLAND FROM THE 20TH
TO THE 25TH QUEEN ELIZABETH.

	£	s.	d.		£	s.	d.
King's Lynn,	1661	15	10	Poole,	751	2	9
Hull,	1515	18	2	Chester and Liverpool, . . .	437	13	1½
Yarmouth,	1167	14	8	Boston,	168	2	11½
Bristol,	901	17	2½	Bridgewater,	87	5	11
Exeter,	995	13	6½	Gloucester,	47	13	0
Plymouth and Fowley, . . .	281	17	11	Newcastle,	229	8	3
				Total,	*8246	3	11

* These sums should be multiplied at least five-fold to make them correspond to the present value of money.

It will be seen from the above account of the trade of Hull, in the reign of Queen Elizabeth, that that port fully retained its position during the first hundred years after the discovery of America, the great revolution in commerce which followed on that event, and the immense impulse given to the trade of Europe by the opening of the gold and silver mines of Mexico and Peru by the Spaniards, and the subsequent opening of the

wealth of the Brazils and of India by the Portuguese. The great line of communication from Hull and the English ports generally with these regions was through the Spanish ports in the Low Countries, and more especially Antwerp and Bruges, to Spain and Portugal, and from Lisbon and Cadiz to the newly-discovered regions, both of the western and of the eastern world. It was not until the reign of James I. that any English colonies were founded on the coast of America or in the West or East Indies, and that the trade of England began to take somewhat of its present course. During the whole of that period, that is to say, to the middle of the seventeenth century, Hull retained a large trade in fish and whale oil with the Arctic regions, and an extensive trade with Flanders, Germany, and the Baltic in wool, corn, and English manufactures, besides an indirect trade through Flanders, or through Spain and Portugal, with India and America. The trade of Hull with India was for a long time limited by the exclusive privileges of the East India Company, and afterwards by the old colonial system, which for a time worked disadvantageously for the ports on the eastern side of Great Britain.

The Siege of Hull in the Great Civil War.—The events at Hull fill an important page in the history of the great civil war. That war was commenced by the closing of the gates of Hull against the king in person; and the town and port remained faithful to the Parliament during the whole of the civil war, and stoutly withstood a long siege, and several smaller attacks. It was one of the few English towns that were never taken in that war.

One of King Charles' principal objects in going down to Yorkshire, on the eve of the great civil war, was to seize the magazine at Hull, and on that fortress and harbour. Hull was at that time one of the few regularly fortified towns of England, and possessed advantages from its natural position which rendered it as easy to defend, and as difficult to take, as some of the strongest fortresses in Holland and Flanders. The art of defending military positions situate on low grounds close to the sea, and whose approaches were capable of being laid under water by the opening of sluices, had been brought to great perfection in the wars between the Dutch and the Spaniards; and the strength of such fortresses was clearly shown by the failure of the royalists to capture Hull, at the time when they had overrun the whole level country of Yorkshire, and had driven back the parliamentary forces, either into the

hills of the West Riding, or beyond the limits of the county. From Hull the parliamentary garrison, and the forces of Fairfax and other parliamentary leaders, were able to communicate and to act with the earl of Manchester, Oliver Cromwell, and the well-trained armies of the eastern or associated counties. It was during the principal siege of Hull, by the earl of Newcastle, that Sir Thomas Fairfax transported himself and his Yorkshire cavalry across the Humber, into Lincolnshire, and there took part in the battle of Winceby or Horncastle fight.

On the 23rd April, 1640, Charles appeared before Hull, but was refused admittance by Sir John Hotham, the parliamentary governor, except with a small escort. Enraged by this complete failure of his plans to secure a supply of arms, he proclaimed Hotham a traitor, and returned to York. Thence he despatched a violent denunciation of Hotham's conduct to the Parliament, declaring that Hull and its magazine were his private property. Parliament, however, entirely approved of the conduct of Sir John Hotham, and drew up a reply, which was sent to York, in charge of a committee consisting of four Yorkshire members; namely, Lord Fairfax, Sir Hugh and Sir Henry Cholmley, and Sir Phillip Stapleton, who were directed to remain at York, and to watch the proceedings of the court assembled there.

It had been the original intention of the king, that the earl of Newcastle, after overpowering the parliamentary forces in Yorkshire, should advance southward to Newark and Nottingham, where the royalists had strong garrisons in the castles; and that there they should form a junction with the royal armies, in the centre of the kingdom, and then advance with their united forces upon London. But the resistance encountered by the earl, from the Fairfaxes and Hothams in Yorkshire, was so formidable, that he was unwilling to leave them in his rear, without striking a decisive blow against the Hothams at Hull, and the Fairfaxes in the manufacturing districts of the West Riding. This led to the battle of Adwalton Moor, fought between Leeds and Bradford, in which the royalists were successful; and also to the principal siege of Hull, in which they were repulsed with very heavy loss, and detained so long in the north that they were never able to make their way into the midland counties.

When the news of the crushing defeat at Adwalton reached London, the speaker of the House of Commons at once wrote to

Lord Fairfax at Hull, to assure him that Parliament would always extend its utmost power and authority to support him; and on the 22nd July he was formally appointed governor of Hull. Before long he was joined by 1500 foot and 700 horse, and Sir Thomas Fairfax was stationed at Beverley, with the horse and about 600 foot.

The royal army marched from York to Beverley, where Sir Thomas Fairfax, with a small and weakly independent force, had been ordered to hold his ground. This was impossible, but he did his best. The royal force consisted of 12,000 foot and 4000 horse. Sir Thomas ordered his small body of foot to retreat to Hull, while he advanced westward with his handful of cavalry, until the royal army was close upon him, and then retreated slowly into Beverley, fighting here and there in the narrow lanes, and then closed the gates. This gave time for the foot to make good their retreat into Hull, and Sir Thomas followed with the horse, having the enemy close behind him. On Saturday, September 2, 1644, the earl of Newcastle's army laid siege to Hull.

"Kingston-upon-Hull," says Clement Morham, in his *Life of the great Lord Fairfax*, "was a strong defensible town, and proved to be a *Tower Veiras* to the Fairfaxes, and to their enemies. It stands at the mouth of the river Hull, its southern side facing the Humber, and its eastern being flanked by the Hull; and as the Parliament commanded the sea, there was no chance of its being reduced from want of supplies. The town was only assailable from the west and north, where there was a strong double wall. The fortifications commenced on the Humber, at a point where there was a pier called the West Jetty. On the west side were ten flanking towers and a gate, through which the road from Anlaby entered the town; and at the angle of the west and north faces there was another bastion, with the Beverley Gate on its eastern side. On the northern face there were fourteen flanking towers and a strong block-house, and near where the wall touched upon the river Hull a bridge of fourteen arches was thrown across, over which went the road into Holderness. Here also there was a building called the Charter-house, belonging to Colonel Alnith, which Lord Fairfax was obliged to demolish. A moat ran round the base of the walls, from the Hull to the Humber. The old castle was at the mouth of the Hull, on the opposite bank, and the ships of the Parliament were anchored in the rivers Humber and Hull.

The overflowing of the rivers was provided against by raised banks, which protected the town and parliamentary garrison, but left the besieging army subject to inundations at spring tides.

“Newcastle encamped his army in the villages of Hessle, Anlaby, and Cottingham, and a curved line passing through them from the Humber to the Hull formed a semicircle, facing the west and the north sides of the town. Lord Fairfax planted guns on the walls and threw up a work on the banks of the Hull, near the Charter-house, on which he placed a large brass gun. All the servant girls of the town helped to carry earth and stones for this and the other works, yet only one of them ever got hurt during the siege. Lord Newcastle began throwing up earthworks and getting his guns into position; but on the 14th Fairfax caused the banks to be cut, which inundated great part of the country during the spring tides, so that the royalists were wet-shod in all their works, except those on the ridges of the banks.

“The old lord continued to conduct his successful defence of Hull. On the 28th the besiegers began a work half a mile from the north wall, and there were many sallies and much hard fighting to prevent its completion; but at last it was finished, mounted with two brass culverins carrying thirty-six pound balls, and other guns, and was named the King’s Fort. Red-hot shot was also prepared in furnaces, and a warm fire was opened upon the north wall. Lord Fairfax strengthened this part of his works, by adding two large culverins to the battery on Charter-house Fort.

“Finding that no impression could be made on this side, Lord Newcastle commenced approaches along the bank of the Humber, and planted some heavy guns within half a mile of the walls; upon which Fairfax raised a fort close to the west, or ragged jetty, which also protected the shipping, with a half-moon work flanking it. There were incessant assaults and sallies, and on October 3, the spring tide again overflowed the royalist works, and gave them wet lodgings. But affairs remained in much the same state until the 5th, when the earl of Manchester sent a reinforcement of 500 foot into the town, commanded by Sir John Meldrum, an experienced and able Scot.

“Four days afterwards, the royalists made a general assault upon the works. Captain Strickland, a gallant young officer, led a storming party, to attempt the West Jetty Battery and Half Moon, while another detachment attacked the Charter-house Fort,

on the opposite side of the town. The assailants were not discovered until they began to scale the West Jetty works, when they were received by a galling fire from the Half Moon. Young Strickland then wheeled his men round to make a dash at the smaller work, and had reached the west of the parapet, when he was shot dead with a brace of bullets in the breast. The townsmen then fell upon the assailants with great fury, and very few escaped. The royalists were equally unsuccessful on the Charterhouse side, and returned disheartened to their own damp unhealthy lines.

"It was at this time that Sir Philip Warwick paid his second visit to the earl of Newcastle. There had been much rain, and finding the men ankle-deep in water, he suggested that those without seemed likelier to rot, than those within to starve. The royalist general answered, 'You hear us often called the popish army, but you can see we trust not in our good works.'

"On October 11, Fairfax and Meldrum prepared to make a sally and to assault the enemy's works. A body of 1500 men, consisting of soldiers, townsmen, and sailors from the *Lion*, *Employment*, and other ships in the Humber, were assembled in two divisions, and at nine in the morning they sallied out. Sir John Meldrum led one party out of the Beverley Gate, to attack the enemy's left wing, while the second division advanced from the West Jetty and assaulted the royalist forts on the Humber. The camp of the besiegers was a quarter of a mile in the rear of their batteries, and in the first rush the Hull men carried all the works; but reinforcements were hurried up from the camp, and they were repulsed. Lord Fairfax and Sir John rallied their men under the walls of the town, and led them once more to the assault. This time they charged with such fury that they captured most of the besieging batteries, and turned the guns upon the flying royalists. Upwards of a hundred shots were fired from the cannon on the walls, and the fight raged furiously for three hours. It was decisive. Fairfax captured the famous cannons called "Gog" and "Magog," which had done him such mischief on Adwalton Moor. They weighed 5790 pounds, and carried thirty-six pound shot. He also took a demi-culverin, four small drakes on one carriage, two large brass drakes, a saker, and much ammunition.

"Thus ended the siege of Hull. During the night Newcastle marched off and returned to York, ruthlessly pillaging the unfor-

fortunate town of Beverley on his way, and driving off all the cattle in the surrounding country. Like Massena, he had found his Torres Vedras, but he was consoled for the mortification of his reverse by being created a marquis, on October 27, 1643."

Hull at the time of the Visit of Daniel Defoe.—When this charming writer visited Hull about the year 1727, at the commencement of the reign of George II., he found it to be a flourishing seaport, and the only great place of trade on this part of the coast of England. His account of it is full of spirit, and is marked by his usual sagacity. He says, in substance, "If you would expect me to give an account of the city of Hamburg, or Dantzic, or Rotterdam, or any of the cities abroad which are famed for their commerce, the town of Hull may be a specimen; and I believe there is more business done in Hull than in any town of its size in Europe. Liverpool, indeed, of late," he says, writing in 1727, "comes after it apace; but then Liverpool has not the London trade to add to it. In the late war [with France] the fleets from Hull to London were frequently 100 sail, sometimes [including the other creeks in the Humber] 150 to 160 sail at a time. And to Holland their trade [that of Hull] is so considerable, that the Dutch always employ two men-of-war to fetch and carry, that is, to convoy the trade, as they call it, to and from Hull, which was as many as they did to London. In a word, all the trade of Leeds, Wakefield, and Halifax, of which I have spoken so largely, is transacted here, and the goods are shipped here by the merchants of Hull. All the lead trade of Derbyshire and Nottinghamshire, from Bawtry Wharf; the butter from the North and East Ridings, brought down the Ouse; the cheese brought down the Trent, from Stafford, Warwick, and Cheshire; and the corn from all the counties adjacent—are brought down and shipped off here. Again, they [the merchants of Hull] supply all those counties in return with foreign goods of all kinds, for which they trade to all parts of the known world; nor have the merchants of any port in Britain a fairer credit or fairer character than the merchants of Hull, as well for the justice of their dealing as the greatness of their substance of funds for trade. They drive a great trade here to Norway and the Baltic, and an important trade to Dantzic, Riga, Neva, and St. Petersburg; from whence they make large returns in iron, copper, hemp, flax, canvas, potashes, Muscovy linen and yarn, and other things; all which things

they vend in the country to an exceeding quantity. They have also a great importation of wine, linen, oil, fruit, &c., trading to Holland, France, and Spain; the trade of tobacco and sugars from the West Indies they chiefly manage by way of London; but besides all this their export of corn, as well to London as to Holland and France, exceeds all of that kind that is or can be done at any port in England, London excepted.

"Their shipping is a great article, in which they outdo all the towns and ports on the coast, except Yarmouth; only that their shipping consists chiefly in smaller vessels than the coal trade is supplied with; though they have a great many large vessels, too, which are employed in their foreign trade."*

At the time when Defoe was at Hull the Greenland whale fishery of that port was suspended; having become stopped in the time when the Dutch wars were so frequent, and when the wars with France were still more so. But a long period of peace, under the able administration of Sir Robert Walpole, followed the time of Defoe's visit to Hull, and during that and succeeding periods the whale fishery of Hull revived, and was carried on extensively quite to recent times, when the introduction of the use of gas, and other causes, rendered the whale fishery less profitable than it had previously been.

As a whale-fishing port Hull had long no rival in the kingdom. Thousands of tuns of oil have been fished out of the deep waters of the frozen regions by the ships of the Hull merchants, and that the produce of the whale fisheries has been a source of great income to the town is a fact not to be controverted. During the period of eighty years, from 1772 to 1852, the Hull whalers brought home the amount of 171,907 tuns of oil, which is an average of eighty-eight tuns per ship, per annum. Taking the price of oil for the greater part of the eighty years already mentioned, £30 per tun was about the average. The highest price obtained for oil was in the year 1813, when it was sold at £55 per tun. The lowest price obtained was about the years 1804, 1805, and 1806, when it only reached about £20 per tun. For one year the amount of oil and bone brought from the fisheries to Hull realized above £300,000; for twelve years the amount was above £200,000 per annum, and for sixteen years it was above £100,000 per annum. The total value of the gross amount of oil and bone drawn from

* Defoe's *Travels of a Gentleman*, vol. iii. p. 182.

the vast deep by ships sailing from this port, from 1772 to 1852, amounted to £6,849,580, being on the average £85,619 per year for the eighty years. In these calculations the bounty guaranteed by government, which would increase the value of the returns considerably, is not taken into account.

The Older Parts of Hull.—In Wilberforce House Sir John Lister entertained King Charles I. In this house was born Wilberforce, the eminent statesman. Aldgate, an ancient street, is now divided into Whitefriar-gate, Silver Street, and Scale Lane, named from the family of Schayl, who resided in it. Old Beverley Street is known as the land of Green Ginger. Blackfriar-gate and Blanket Row formed one street, called Monkgate. Mytongate was, previously to the year 1391, called Lyle Street, a part of which was called La Belle Tour, or "the fine walk." Dagger Lane was previously to 1470 called Champaign Street. Old Kirk Lane is now called Postern-gate and North Church Side. Bowl-alley Lane was previously called Denton Lane, and anciently Bishops-gate, from its possessor, an archbishop of York. Chapel Lane was called Aton Lane, from the Barons de Aton, who were wealthy holders of property in Hull. Lowgate is one of the most important streets, and was formerly called Market-gate, from the use to which it was then applied.

The Sanitary Condition of Hull.—This has greatly improved during recent years. A late writer upon the mortality of the town, Sir Henry Cooper, M.D., read a paper "On the Prevalence of Disease in Hull," before the British Association, from which we learn that, according to returns made, the rate of mortality for the borough in its entirety is one death in thirty-three. Fever, he said, was remarkably low for a large town, not favourably situated or well-drained. In another paper read before the same body, Dr. Cooper showed that the total number of cholera and diarrhoea cases was 1860, or one in forty-three of the whole population of the town. The greatest mortality compared with the annual average appears to have occurred in the prime of life (from thirty to thirty-five), where the ordinary mortality is very low. Of the above-stated number of victims of cholera, 1738 belonged to the labouring-classes, and 122 to the gentry, traders, and well-to-do classes. The localities in which there had been the greatest mortality were the parts of the borough where the levels were the lowest, and in which, therefore, the hygienic con-

dition as regards moisture and drainage might be presumed to be most defective.

Steam Navigation of Hull.—The prosperity of Hull has within the last thirty years been greatly increased by steam navigation, as this port has within that period become a principal and important steam-packet station. In 1815 the first steamboat on the Humber, called the *Caledonia*, was built for the purpose of plying between Hull and Selby. In 1826 there were twenty-four steamers from Hull plying along the coast during the summer months; London being the greatest distance to which any of them ran. About the year 1835 the number had increased to something like forty; four being in the Hamburg trade, one to Rotterdam, three to London, and the remainder principally coastwise. In 1871 the number of registered vessels belonging to the port amounted to 673, with tonnage 158,672 tons, being an increase since 1870 of 29 vessels, averaging 912 tons each. The customs revenue amounted to £253,320 15s. 11d., showing a decrease of £49,914 4s. 1d., owing to the abolition of the corn laws and the reduction of the duty on sugar. The number of vessels which entered inwards at the port in 1871 was:—British, 1739, with burden of 754,598 tons; foreign, 1497, with tonnage of 364,900 tons; total, 3236 vessels, with an aggregate tonnage of 1,119,498 tons, being an increase on the returns of 1870 of 233 vessels, with 56,112 tons. Of vessels clearing outwards there were 1471 British, with 699,608 tons, and 1080 foreign, with 237,064 tons; total, 2551, with an aggregate tonnage of 936,672 tons, being an increase on the returns of 1870 of 393 vessels, with 100,698 tons. The number of cattle imported in 1871 amounted to 29,648 beasts, 4753 calves, 31,690 sheep, 6026 pigs, and 15 goats. These statistics sufficiently attest the commercial importance of Hull, and justly support its claim as the “third port in the kingdom.”

General Trade of Hull.—Hull is the port from which the cottons of Manchester, the woollens and linens of Yorkshire, and the lace and net of Nottingham, are exported to the Low Countries, France, Germany, and the north of Europe. During the last thirty years the exportation of cotton twist has been very considerable. At the close of the year 1839 the exports of Hull were considered to be about one-fifth of the exports of Great Britain and Ireland. In 1850 the declared value of the manufactured goods exported from the port of Hull was £10,366,610. The exports from the

port of London for the same year were £14,137,527. The present annual value of the exports of Hull is about £23,000,000.

The Docks of Hull.—The docks of Hull are of considerable extent. Those called the Old Docks, which are situated within the town, occupy the site of the ancient fortifications. They are three in number, and are named respectively the Queen's, Humber, and Prince's Docks; the former having been constructed in the year 1775, the Humber Dock in 1807, and the Prince's Dock in 1827. In addition to these there are the Victoria Dock to the eastward, and the Railway Dock to the west of the Humber Dock; the former having been opened in 1850, and the latter in 1846. Both these docks were commenced about the same time, but the Railway Dock, being much the smaller, was sooner completed. In it some of the largest steamers frequenting the port load and discharge, and there is probably more business conducted in it than in any other dock of the same area, or in the same space, in any other dock in the kingdom. In 1863 the Victoria Dock was considerably enlarged, and a short time previously the works in connection with another large dock to the westward were commenced, the foundation being laid by the present chairman. This last dock, the length of which is 3300 lineal feet, was completed early in 1869, and in July of that year was formally opened by H.R.H. the Prince of Wales, who was accompanied by the Princess of Wales on the occasion. It was then named the Albert Dock, and the honour of knighthood was conferred by her Majesty upon the present chairman of the company, Sir William Wright, who has occupied that position for upwards of eight years, having been previously a director and deputy chairman for seventeen years, and in whose time and under whose supervision many of the greatest recent improvements and extensions of the Dock Estate have been carried out. The area of the water-space of the Hull docks is as follows:—

Queen's Dock,	10 Acres.	Albert Dock,	24 Acres.
Humber Dock,	7 "	Timber Ponds,	25 "
Prince's Dock,	6 "	Basins,	14 "
Railway Dock,	3 "		—
Victoria Dock,	20 "	Total,	109 Acres.

The whole of these have been constructed by the present Dock Company, at a cost of between two and three millions of money; and further accommodation being still required to meet what are likely to be the wants of a rapidly increasing trade, the company

have commenced the construction of two more docks westward of the Albert Dock, which will be of ten and eight acres' area respectively, and like the Albert Dock, of the form best suited for the accommodation of steamers, the increase of the steam trade of the port being very great: so much so that the tonnage of steamers, on which dues were received by the Dock Company in 1873, was 1,155,773 tons, against a little over 500,000 tons only ten years ago.

Hull contains, amongst other large business establishments, extensive shipbuilding yards, in which vessels of the largest class, both merchant ships and ships of war, are constructed and launched into the waters of the Humber. Amongst others may be mentioned a large iron-clad ram for the Chilian Government, recently launched from the extensive premises of Earle's Shipbuilding Company, and the *Bessemer* saloon steamer, built at the same establishment; being the vessel which, as is well known, is being constructed on a principle by which M. Bessemer, the inventor, expects to overcome the ills and misery of sea-sickness.

The coasting trade of Hull is more extensive than that of any other port in the kingdom. A large trade is also carried on with the north of Germany, the Baltic, Holland, Belgium, and Denmark. The principal exported articles are woollen and cotton goods and hardware, and those of import are timber, grain, seeds, wool, iron, flax, pitch, tar, resin, tallow, and bones.

The Public Market.—The chartered market days are Tuesday and Friday, but the former is the principal day. There is also a weekly market on Saturday evening, for meat and vegetables and all kinds of provisions, &c. A stately cross, erected about the year 1430, formerly stood in the market-place, but was taken down during the civil war, for the sake of the lead which covered it.

Near the south end of the market-place, in 1734, a magnificent equestrian gilded statue was erected in honour of King William III., the work of Scheemakers. The cost was defrayed by voluntary subscription, and the sum amounted to £893. The figure, according to the taste of the age, is habited in Roman costume. The horse is finely modelled, and the whole is considered to be one of the most successful works of the kind in the kingdom.

Local Government.—Hull is governed by a corporation, which consists of a mayor, a sheriff, fourteen aldermen, forty-two common council men, and a recorder. The town is divided into seven wards,

viz., Lowgate, Market-place, Holderness, North Myton, South Myton, East Sculcoates, and West Sculcoates. It sends two members to Parliament.

The Modern Public Buildings of Hull.—The Town Hall.—The finest modern building in Hull is the town hall, built in the Italian style, and opened in the year 1866. The gilt rails of the balconies and the varied colouring of the stone give a rich effect to the exterior, which has a frontage of 105 feet, the depth of the whole being 220 feet, with a tower 135 feet high. Above the grand staircase stands a statue of King Edward I., the founder of Kingston-upon Hull. The general view is such as is seldom or never seen in any building in a provincial town. The interior is superbly decorated, and contains numerous statues and portraits of royal personages, patriots, and local worthies, by eminent artists, as well as the offices of the corporation. The law courts here are—the court of venire (over which the recorder presides, and which has in civil causes a jurisdiction over the town and county of Hull), the county court, the court of bankruptcy, and the police court. Formerly the assizes for the county of Hull were held here, but the trials for capital offences committed within the county are now held at York. The cost of this building was £28,000.

The Hull Dock Offices.—The Dock Offices were formally opened in 1871. In architectural beauty and in greatness of dimensions this edifice is by far the most striking in the town. It is triangular-shaped, and in the Italian style of the "Venetian" type. It has three façades, similar in character, corresponding with the three frontings, and coupled pilasters of the Ionic order for the ground floor, and of the Corinthian order for the first floor, with highly enriched entablatures. The external and internal appearance constitutes it one of the most perfect buildings of the kind in the kingdom.

The Hull Trinity House.—The Trinity House, where the business of the ancient and wealthy corporation or guild of the Trinity House is transacted, is occupied by pensioners. It was founded in 1457, and rebuilt in 1753. The front is of Tuscan architecture. The interior of the building contains many curiosities. Trinity House Chapel, connected with the former building, was opened in 1843, and is a remarkably fine specimen of architecture. The interior presents the appearance of a Grecian temple. The altar statue is of statuary marble, supported by an ancient eagle richly gilt.

The oriel window is of stained glass, and contains an impressive representation of our Saviour's ascension.

The Charter-house.—The Charter-house, as already intimated, was founded as a hospital, with a chapel, by Sir Michael de la Pole, in 1384, for twenty-six poor men and women, "feeble and old," and was called *La Maison Dieu*. In 1408 the endowment was greatly augmented. After the dissolution of religious houses by Henry VIII. Edward VI. restored "the presentation, free disposition, and rights of patronage" of this institution, to the corporation of the borough, who have ever since exercised the right of appointing the master and electing the poor people of the hospital. In 1571 the corporation ordained that there should be "six brothers and six sisters," the number to be increased should the revenue permit. The master's salary was £10 according to the first grant, and £3 6s. 8d. was now added "for his better maintenance." In 1638 the annual rental of property belonging to the foundation amounted to £133; and in 1654 an order was made to admit the whole number of poor people, according to the first grant. During the siege of Hull the master's house was destroyed. In 1780 the whole structure was taken down and the present edifice erected. In 1803 further rooms were added for the accommodation of an increased number of pensioners. The buildings are of brick two stories high, consisting of a centre with wings. A semicircular portico, supported by six Tuscan pillars, forms the entrance of the hospital; and on the architrave is the inscription, "Deo et pauperibus Michael de la Pole, Comes de Suffolc, has ædas posuit. A.D. 1384." Over the portal is a pediment, within the tympanum of which are the arms of the De la Poles. On the summit of the roof is a circular turret of eight Ionic pillars supporting a dome. The chapel is commodious and well-furnished, and contains some fine mural monuments. The present income of the foundation is about £2500 per annum; the Rev. H. W. Kemp, incumbent of St. John's Church, receiving £200 a year as master.

The Post Office.—The new post office, opened in 1843, with money order office and other departments, is a complete and well-regulated establishment, embracing all the modern improvements adopted in other offices of this description.

The Custom House.—The custom house, a large red brick building, with stone quoins and dressings, originally opened in 1797 as the "Neptune Inn," is very spacious and commodious. The "long

room" is fifty-two feet in length by twenty-four feet in width, having five circular-headed windows fronting the street, the central one with two small side lights. The ceiling is elaborately decorated.

The Public Cemetery.—The cemetery, situated at the end of Spring Bank, in Cottingham parish, incloses sixteen acres.

The public baths and wash-houses, situate in Trippet Street, were erected by the corporation at an outlay of £12,000, and opened April 22, 1850.

An Ionic pillar of cast iron, twenty feet in height, stands opposite the post office. Upon its top is placed a hexagonal lantern, which is illuminated with an argand light and reflector of large size. This column serves for lighting vessels into the harbour.

The Wilberforce monument, at the foot of the Junction Dock Bridge, is a noble fluted Doric column, upon which is a statue of the celebrated statesman and philanthropist, who was a native of this town. The pillar is seventy-two feet in height.

The new waterworks are erected about four miles from the town. Among the places of recreation and amusement are the Botanic Gardens (Linnaeus Street, Anlaby Road), opened in 1812. They are the property of shareholders and occupy about five acres of land, containing a large variety of rare alpine, aquatic, and other plants.

The Theatre Royal, Paragon Street, was opened in 1871.

The following newspapers are published in Hull:—The *Hull Packet*, first published in 1787; the *Eastern Morning News*, formerly the *Hull Advertiser*, in 1797; the *Eastern Counties Herald*, in 1838; and the *Hull News*, in 1852.

Railways.—Hull is a terminus on the Hull and Selby and the North Eastern railways, and holds communication with the Manchester, Sheffield, and Lincolnshire line across the Humber by the Ferry.

Literary and Scientific Institutions.—The institutions and societies include the Mechanics' Institute in George Street, founded in June, 1825; the Lyceum Library and Reading Room, St. John's Street, founded in 1807; and last, though far the most important, the Royal Literary Institution, commenced in May, 1853, situated in Albion Street. It has a noble stone front in the Roman style of architecture, 160 feet long. The subscription library attached to this building is tastefully fitted up and decorated. The book rooms are calculated to hold upwards of 60,000 volumes.

The Public Rooms, Jarratt Street, were erected by a company

of shareholders, in 1830. This edifice is 142 feet long and 79 feet wide, and is ornamented with Ionic capitals and bases. The principal room is the music hall, a fine apartment richly decorated and capable of accommodating 1200 persons, exclusive of the orchestra, which will hold 200 performers.

The borough goal and house of correction, Hedon Road, was built in 1867, at an outlay of £57,000.

The Merchants' Exchange.—The Merchants' Exchange, Lowgate, was completed in 1866. It forms one of the chief ornaments of the town, and has a bold commanding effect. The style of architecture is Italian. The principal entrance is surmounted by a large figure of Britannia, accompanied by the usual emblems. The internal arrangements are of a magnificent character, and not surpassed in beauty and excellence by any building in England.

The General Infirmary.—This valuable building, in Prospect Street, was opened in 1782. The institution is one of the most important in the town.

The Female Penitentiary, Anlaby Road, was first established in 1811, and affords an asylum to thirty-six reclaimed women.

Churches and Chapels.—Of ecclesiastical edifices the first is the church of the Holy Trinity, usually denominated the High Church. The present church was constructed at different times; but the east end, now used as the chancel, is of the greatest antiquity. This part of the edifice was the ancient chapel of Wyke, and it is certainly the oldest building in Hull. In 1661 the Holy Trinity Church, which up to that time was only a chapel of ease to the mother church at Hessle, was on the petition of the corporation constituted a parish church by Act of Parliament. In 1552 this church was put under an interdict, the doors and windows were closed up with thorns and briars, the pavement torn up, and the bells deprived of their tongues. No worship was performed in it; every person who presumed to enter the building was declared to be accursed; and even the dead were not suffered to be buried. There is no reason assigned for this severe sentence. The church is a noble cruciform structure in the Gothic style, with a lofty and very beautiful tower rising from the intersection, and is said to be the largest parish church in the kingdom, with one exception. It is 272 feet long from west to east, the length of the nave being 144; the breadth of the nave of the transept under the tower is 28 feet; the length of the

chancel 100 feet; the breadth of the nave of the church is 172 feet; the length of the transept 96 feet; and the breadth of the chancel 70 feet. It occupies an area of not less than 20,056 square feet. The west front consists of a centre and wings divided by buttresses. The nave is much higher than the aisles, and is finished by a parapet of blank quatrefoils. The south transept is the height of the aisles, and in front of it is a handsome stone porch, the roof of the interior having longitudinal stone ribs. The whole edifice has recently undergone thorough restoration, and now presents a very commanding appearance. The noble tower is in two stories; at the angles are buttresses, terminating in crocketed pinnacles. The height of the tower from the ground to the top of the pinnacle (according to Tickhill), is $147\frac{1}{2}$ feet. The entire church has a very fine appearance, and adds much to the beauty of the town. Previous to the year 1846 the west end of the nave, to the extent of three intercolumniations, was separated from the portion devoted to the service of the church, and the latter part had galleries round it. The nave was separated from the transept by an immense screen of oak, the sweep of the arches being also filled with timber, and from the entrances to the aisles ascended flights of stairs leading to the galleries of the nave. But happily, in the above year, the interior of the church was completely remodelled. An elegant Caen stone pulpit was erected at the same period. The chancel or choir is very spacious and lofty. The windows are filled with exquisitely stained glass, adorned with curious figures and shields of arms; and the great east window alone contains the History of the Bible. The organ is said to have been originally built by Schmidt.

St. Mary's and other Churches.—St. Mary's Church, Lowgate, commonly called the Low Church, was almost rebuilt by Sir Gilbert G. Scott in 1863. Its style is perpendicular, and we hardly need add that the work is excellent. St. John's Church, in the parish of the Holy Trinity, stands near the Wilberforce monument. It is a neat edifice of red brick, with stone dressings; the original cost of its erection was about £4600; but the tower at the west end, and a projection at the east end, have subsequently been built. The interior is neatly and comfortably furnished to seat 1500 persons. St. James' Church is situated in St. James' Street, formerly called Cent-per-cent Street. Its foundation stone was laid on the 14th of December, 1829, and the

building was finished in July, 1831. It is a neat structure of white brick and stone, in the early English style, with a tower at the west end, rising to the height of 110 feet. St. Stephen's Church, near Canning Street, was erected in the parish of Holy Trinity, and opened for divine service in 1844. Hull also contains the following churches:—Drypool Church, erected in 1824; St. Mark's, Jennings' Street, Groves, with a lofty spire; Sculcoates St. Mary, Air Street; St. Paul's, Cannon Street; Christ's Church, John Street; Mariner's Church, St. Luke's, St. Matthew's, St. Silas', and St. Jude's. The Methodists have nearly twenty chapels, the Independents about twelve, the Roman Catholics two, the Baptists four, the Presbyterians one, the German Lutherans one, the Society of Friends one, the Jews one, and the Unitarians one.

The Public Schools of Hull.—The schools in Hull are:—The Grammar School, founded by Bishop Alcock in 1486; the Vicar's School, founded by the Rev. W. Mason in 1737; the Kingston College; Trinity House School; Cogan's School for forty girls; and the Roman Catholic free schools. Besides the above there are National, British, and Foreign schools, Wesleyan, Independent, and private schools. The Navigation School is an example of the successful introduction of scientific training of a superior kind into elementary schools.

Eminent Natives of Hull.—Hull is the birthplace of several eminent men. First in point of antiquity, historical associations, and high rank, is the family of De la Pole. "The curtain rises upon this great family in the reign of Edward I., and sets in that of Henry VIII. Their story, therefore, is contemporaneous, and closely blended also, with the brilliant achievements of Edward III. and the Black Prince; with the still more brilliant achievements of Henry V. and his heroic brothers, Bedford, Clarence, and Gloucester; with the fierce internecine struggles of the rival Roses; and with the transfer, on the bloody field of Bosworth, of the sceptre of England from the house of Plantagenet to that of Tudor. From Sir William de la Pole, a merchant prince, sprung the great and powerful family of Suffolk. He was the friend and favourite of Edward III., a great benefactor to his native town, and founder of the Carthusian monastery and hospital, afterwards completed by his son, Sir Michael, who was created first earl of Suffolk. Sir Michael also built a stately palace here, afterwards known by the name of Suffolk's palace. William de la Pole, fourth earl and first

duke of Suffolk, was, however, the most important historical personage of the family. He served in arms and diplomacy in France, and took a prominent part in court intrigues at home. His character and fate are portrayed by Shakspeare in "Henry VI. part 2." Bishop Alcock, founder of Jesus College, Cambridge, and the grammar school, Hull, was the son of a Hull merchant. He was successively bishop of Rochester, Worcester, and Ely, twice lord high chancellor of England, master of the rolls, privy councillor, and ambassador to the king of Castile. He was not only a considerable writer and eminent divine, but also an excellent architect, having designed and built Henry VII.'s chapel at Westminster. He died at Wisbeach in 1500. The name of Andrew Marvell, although he was not born in Hull, is intimately connected with the history of the town. At the time of his birth his father was rector at Winestead, as well as master of the grammar school, Hull. No name of his age is more deserving of admiration than that of the "incorruptible patriot," the friend of Milton. He received the rudiments of his education at the grammar school, and at the age of fifteen was admitted at Trinity College, Cambridge. In 1657 he was appointed assistant to Milton, who at that time was Cromwell's secretary. In 1658 he was elected M.P. for Hull, and faithfully represented the town for twenty years, always maintaining the character of an honest man, a true patriot, and an incorruptible senator. As a poet and controversial writer he holds no mean position, and was the last member of Parliament paid by his constituents. He died in 1678. William Mason, the poet, politician, and divine, was born here in 1725. His father was vicar of Holy Trinity Church from 1722 to 1752. In 1754 he took orders, and afterwards became chaplain to the king. He was the author of "Isis," "Elfrida," "Caractacus," "Argentile and Curan," "Sappho," "Pygmalion," a translation, and the "English Garden." His chief performances were "Elfrida" and "Caractacus," both dramas cast in a classical mould. He is, however, best known as the friend and biographer of Gray, the famous author of the "Elegy," whose letters he edited with great care. He died in 1797, and his memory is honoured by a marble tablet in the Poet's Corner, Westminster Abbey. In 1759 William Wilberforce was born in High Street, Hull. He was returned to Parliament as a representative of his native place in 1780, and was elected for the county of York in 1784. His long struggle for the abolition

of the African slave trade is a matter of universal history, and need not be detailed here. In 1825 he retired from public life, having sat in Parliament for forty-five years, and died in 1833. His "Practical View of Christianity" holds a high place in our religious literature. Commodore Thompson, editor of the works of Marvell, Oldham, and Paul Whitehead; Benjamin Thompson, the famous German scholar, and translator of Kotzebue, Schiller, Iffland, Goethe, Lessing, &c.; Sir John Lawson, the celebrated admiral, who distinguished himself in various engagements with the Dutch; the late General Perronet Thompson, author of the "Catechism of the Corn Laws," &c.—were natives of Hull. Among the more modern celebrities belonging to this town are Dr. Bromby, the present bishop of Tasmania; Earle, the celebrated sculptor; Cuthbert Brodrick, the eminent architect; and John Symons, M.R.I.A., a distinguished local historian and antiquary, who was born here in 1825. His chief literary performances are "High Street, Hull," and "Hullinia," two pleasantly written and interesting volumes, full of antiquarian lore, showing deep research into the ancient history of the town.

Progress of the Population of Hull.—At the beginning of the present century the population of Hull amounted to 29,580 souls. At the Census of 1871 the town contained 123,111 persons, and 25,455 inhabited houses; showing an increase since the Census of 1861 of 25,450 persons and 5939 inhabited houses.

Boundaries of Kingston-upon-Hull.—The borough of Kingston-upon-Hull consists of the district described as follows in the Reform Act, 2 & 3 Will. IV. c. 6, Schedule O:—"The several parishes of St. Mary, the Holy Trinity, Sculcoates, and Drypool, together with the extra-parochial space called Garrisonside, and all other extra-parochial places, if any, which are surrounded by the boundaries of the said parishes of St. Mary, the Holy Trinity, Sculcoates, and Drypool, or any of them; and also all such part of the parish of Sutton as is situated to the south of a straight line to be drawn from Sculcoates Church to the point at which the Sutton drain meets the Summegang drain." The population of Hull in 1861 was 97,661, then showing an increase of 45,750 since 1831. The parliamentary and municipal boroughs are co-extensive, and comprise an area of 3656 acres. "Hull owes its prosperity to its position at the point where the river Hull flows into the great estuary of the Humber, and supplies the best shelter and anchorage for ships that

is to be found at any point of the east coast of England, between the Thames and the Tyne. Hull, which is one of the great seaports of England, is fast increasing in population and wealth."

Population and Occupations of the Inhabitants of Kingston-upon-Hull.—The occupations of the inhabitants of a great seaport like Hull, of course, differ most materially from those of the people of the inland and manufacturing towns previously described. The following return shows the chief occupations of the people of Hull at the Census of 1871, and may be taken as characteristic of those of seaports of the first class. The male population above twenty years of age was 32,798, and their occupations were as follows:—
Commercial classes.—Merchants, 95; bankers, 4; bank service, 44; insurance and benefit society service, 52; brokers, agents, and factors, 186; salesmen (not otherwise described), 7; auctioneers, valuers, and house agents, 45; accountants, 39; commercial clerks, 599; commercial travellers, 115; other mercantile men, 1; pawnbrokers, 56; shopkeepers (branch undefined) and general dealers, 95; hucksters and costermongers, 13; hawkers and pedlars, 165; railway engine drivers and stokers, 82; railway officers, clerks, and station-masters, 125; railway attendants and servants, 323; toll collectors and turnpike-gate keepers, 8; coach, omnibus, and cab owners, and livery stable keepers, 30; coachmen (not domestic), cabmen, and flymen, 125; carmen, carriers, carters, and draymen, 422; inland navigation service, 2; bargemen and watermen, 692; others (not defined), 3; shipowners, 82; steam navigation service, 325; ship stewards and cooks, 60; seamen (merchant service) 2420; pilots, 74; harbour and dock service labourers, 1765; wharfingers, 24; others, (not defined) 29; warehousemen, 145; meters and weighers, 15; messengers, porters, and errand boys, 137; telegraph company service, 14.
Industrial classes.—Booksellers and publishers, 40; bookbinders, 36; printers, 183; newspaper agents and news-room keepers 20; others engaged in publications, 5; musical instrument makers and dealers, 49; others (not defined), 4; lithographers and lithographic printers, 21; others (not defined), 4; wood carvers, 29; others (not defined), 7; toy makers and dealers, 10; watch and clock makers, 84; philosophical instrument makers and opticians, 15; weighing machine, scale, and measure maker, 1; surgical instrument makers, 3; gunsmiths and gun manufacturers, 7; engine and machine makers, 1370; spinning and weaving machine maker, 1; agricultural implement makers, 2; millwrights, 106; tool-

makers and dealers, 20; filemakers and dealers, 6; sawmakers and dealers, 4; cutlers, 18; others engaged in toolmaking, &c., 5; coachmakers, 95; wheelwrights, 52; others engaged about carriages, 1; saddlers, harness and whip makers, 61; shipbuilders, shipwrights, and boatbuilders, 1205; sailmakers, 115; others (not defined) 20; house proprietors, 22; architects, 24; surveyors, 4; builders, 72; carpenters and joiners, 1137; bricklayers, 812; marble masons, 28; masons and paviors, 229; slaters and tilers, 42, plasterers, 78; paper-hangers, 36; plumbers, painters, and glaziers, 565; others (not defined), 2; cabinet-makers and upholsterers, 275; carvers and gilders, 35; furniture brokers and dealers, 46; manufacturing chemists and labourers, 51; dye and colour manufacturers, 116; dyers, scourers, and calenderers, 33; others, 20; oil millers and refiners, 795; oil and colourmen, 9; French polishers, 49; India rubber and gutta percha manufacturers and dealers, 3; others (not defined, 82; timber and wood merchants and dealers, 213; sawyers, 200; lath, fence, and hurdle makers, 150; wood turners and workers, 50; box and packing case makers, 8; coopers, hoop makers, and benders, 328; cork cutters and manufacturers, 36; basket-makers, 82; hay and straw dealers, 22; rag gatherers and dealers, 11; paper manufacturers, 30; stationers (not law), 29; paper stainers, 7; other workers in paper, 15.*

* Census of England and Wales, 1871. Population Abstracts, vol. iii. pp. 482-85.

DATES AND NOTES RELATING TO THE PORT OF HULL.

Vyk-upon-Hull, or the Harbour on the river Hull, the name of what is now known as Hull, or Kingston-upon-Hull, in the time when the Danes and other Scandinavian tribes had possession of this part of England.—Yorkshire: Past and Present, vol. ii. p. 509.

1150, 16th King Stephen.—Abbey of Melsa or Meaux founded by William le Gros, earl of Albemarle.—Vol. ii. p. 512.

1160, 7th Henry II.—Grant of lands, Del Wike de Mitune, now forming part of the site of Hull, made to the monks of Melsa or Meaux Abbey, by Matilda, the daughter of Hugh Camin.—Vol. ii. p. 510.

1160.—A croft in Sutton described as having belonged to Henricus de Hull.—Vol. ii. p. 513.

1204, 6th King John.—Monks of Melsa pay a fine of 100s. (£75 of modern money) to Richard Ducket, parson (*persona*) of the church at Hessle.—Vol. ii. p. 512.

1206, 7th and 8th King John.—Hull, mentioned by that name in the Pipe Roll or high sheriff's account of Yorkshire, as paying a tax of £344 of the money of that time, equal to £5170 of present money, to King John. Mention also made of the conveying of the king's wines from Hull to York.—Vol. ii. pp. 513, 514.

1206, 7th and 8th King John.—Comparative value of the income of the principal ports of England at this time.—Vol. ii. p. 514.

1269, 54th Henry III.—Hull mentioned in the Register of Walter Giffard, archbishop of York.—Vol. ii. p. 513.

1275, 3rd Edward I.—Mention made of Thomas de Wyke.—Vol. ii. p. 515.

1278, 6th Edward I.—Abbot of Meaux obtains permission to hold a market on Thursday in each week at Wyke, near Myton-upon-the-Hull, and a fair there each year on the vigil, the day, and the morrow of the Holy Trinity, and on the twelve following days.—Vol. ii. p. 514.

1285, 14th Edward I.—Church of Holy Trinity at Hull founded as a chapel by one James Helward, the mother church being at Hessle.—Vol. ii. p. 538.

1293, 21st and 22nd Edward I.—King Edward buys Vyk-upon-Hull from the abbot of Melsa, makes it a royal borough, and gives it the name of Kingston, or the King's-town-upon-Hull, appointing a warden (*custos*) and bailiffs, making it a manor of itself, independent of Myton.—Vol. ii. pp. 514, 515.

1294.—Inquiry on a writ of *ad quod damnum*, dated November 5, 22nd Edward I., directed to the king's bailiffs of Kingston-super-Hull, as to the value of land about to be granted to Philip de Colfield in the town of Kyngeston-on-Hull.—Vol. ii. p. 516.

1300, 28th and 29th Edward I.—King Edward I. visited the town of Hull, crossing the Humber from Barton to Hessle.—Pavage grants made for the streets of Hull.—Vol. ii. p. 516.

1316, 9th and 10th Edward II.—Ferry established across the Humber.—Vol. ii. p. 517.

1322, 15th and 16th Edward II.—Inhabitants petitioned for license to fortify

the town with ditches and moats.—Fortifications of Hull in times of Charles I. and Charles II.—Vol. ii. pp. 520, 524.

1440, 18th Henry VI.—Hull made a county and a corporate town, with a mayor, sheriff, and aldermen.—In the wars of York and Lancaster, Hull on the side of the house of Lancaster.—Vol. ii. pp. 518–523.

1538.—Leland's account of Hull in the reign of King Henry VIII.—Vol. ii. p. 517.

1577–1588.—Hull the second outpost in England.—Supplied 800 men and £600 to defend the kingdom against the Spanish Armada.—Vol. ii. pp. 521, 523.

1590.—Camden's account of Hull in the reign of Queen Elizabeth.—Vol. ii. p. 522.

1640–1643, 16th–18th Charles I.—Hull besieged by King Charles' army, under William Cavendish, earl, afterwards marquis, of Newcastle, and successfully defended by Fernando, Lord Fairfax, and his son, Sir Thomas, for the Parliament of England.—Vol. ii. pp. 524–529.

1727.—Daniel Defoe's account of the commerce of Hull.—Vol. ii. p. 529.

1780–1850.—The first docks at Hull.—Vol. ii. p. 533.

1815.—Introduction of steam navigation at Hull.—Vol. ii. p. 532.

1869.—Boundaries of the borough of Hull.—Modern boundaries of Hull.—Vol. ii. p. 542.

1871.—Great extension of modern docks and trade of Hull.—Vol. ii. pp. 533, 534.

1871.—Population in 1871, 123,111 persons.—Vol. ii. p. 542.

1871.—Population and occupations of the people of Hull.—Vol. ii. pp. 543, 544.

1873.—Exports of Hull in this year amounted in value to £23,034,662.—Vol. ii. p. 533.

The whale fishery of Hull.—Vol. ii. p. 529.

Description of the older parts of Hull.—Vol. ii. p. 531.

Sir Henry Cooper, M.D., on the sanitary condition of Hull.—Vol. ii. p. 531.

The public market of Hull.—Vol. ii. p. 534.

Local government of Hull.—Vol. ii. p. 534.

The modern public buildings of Hull.—Vol. ii. pp. 535–538.

Newspapers published in Hull.—Vol. ii. p. 537.

Literary and scientific institutions in Hull.—Vol. ii. p. 537.

Churches and chapels of Hull.—Vol. ii. p. 538.

The public schools of Hull.—Vol. ii. p. 540.

Eminent natives of Hull—The De la Poles, Bishop Alcock, Andrew Marvell, &c.—Vol. ii. pp. 540–542.

CHAPTER X.

HISTORY OF THE BOROUGH AND WATERING PLACE OF SCARBOROUGH.

THE beautiful and popular watering-place of Scarborough stands in the bosom of a fine bay, on the steep and rocky shores of the German Ocean, and in a position on the Yorkshire coast nearly central between Flamborough Head and Whitby. The ledges of the Oolitic rock on which the town is built rise from the shore in the form of an amphitheatre, ledge towering over ledge; and the concave slope of its semicircular bay gives the town and neighbourhood a very picturesque appearance. The situation, is thus described by the correct and elegant historian of Scarborough. "To the north-east of the town stand the ruins of the ancient castle of Scarborough, whose venerable walls adorn the summit of a lofty promontory. To the south is a vast expanse of ocean, a scene of the highest magnificence, where fleets of ships are frequently passing. The receding of the tide leaves a spacious area upon the sands, equally convenient for exercise and sea-bathing. The refreshing gales of the ocean, and the shade of the neighbouring hills, give an agreeable temperature to the air during the sultry heats of summer, and produce a grateful serenity."*

Scarborough has thus risen to its present high position among the watering places of England from the beauty of its situation, from its health-giving mineral waters, and its smooth and extensive sands. It stands on one of the few points on the coast of England, at which the sandy rocks of the Oolitic formation are laid bare by the working of the tides of the sea. The only other point in the British islands at which this formation is thus beaten upon and exposed, is at Weymouth and the adjoining Isle of Portland, in Dorsetshire, which also possesses a remarkable amount of natural beauty, and even grandeur. Scarborough was already a flourishing watering-place at the time when it was visited by Daniel Defoe, in the reign of George I., though at that time it was extremely difficult of access from the interior, across the

* Hinderwell, *History and Antiquities of Scarborough*, 4to., York, 1798.

hills and wolds of the North and East Ridings. Even at the beginning of the present century the communication with this part of the coast was kept up with difficulty, by the royal mail and a few stage coaches from York, Hull, and Leeds, which, however, were remarkably well filled during the summer months. But since the introduction of railways Scarborough has become easily accessible from every part of the kingdom, and it is now one of the most frequented, as well as one of the most beautiful, watering places on the British coast. New works of various kinds, calculated to develop the beauties of nature, have been introduced on the most liberal scale; and in addition to a resident population, which amounted to 24,259 persons in 1871, Scarborough is now frequented in the summer months by thousands and even tens of thousands of visitors from every part of the kingdom. Before describing the modern town of Scarborough, it will be well to give an account of the early history not only of the town, but of its strong and magnificent castle, which was for many ages the bulwark, as it is still the ornament, of this part of the coast of Yorkshire.

Ancient History of the Borough of Scarborough.—Scarborough, the burgh or fortress on the cliffs, was a town and seaport of some strength and importance previous to the Norman conquest. As we have already mentioned in our account of the early history of Yorkshire,* Scarborough was taken and burnt by Harald Hardrada, king of Norway, in 1066, the same year in which the battle of Hastings was fought and won by the Norman conqueror. In that year Harald Hardrada, then the most formidable of the Norwegian sea-kings, landed on the coast of Cleveland in Yorkshire, from a powerful fleet, and with a large Norwegian army, to support Tosti, earl of Northumberland, the brother of the last Anglo-Saxon king, Harold, who had been expelled from his extensive earldom of Northumberland, by an insurrection of his own people. This invasion ended in the defeat and death of Harald of Norway and of Earl Tosti, both of whom fell in a great battle fought at Stamford Bridge, near York, in the year 1066. But previous to that battle, the invaders overran the greater part of the North and East Ridings, obtaining considerable successes. Amongst these was the capture of Scarborough. We have no precise account of the fortifications of the town at that early age; but

* Yorkshire: Past and Present, vol. i. p. 452.

even then they were so strong that the place was only taken by making great fires of brushwood on the cliffs outside the town, the embers of which spread to the wooden buildings within it, and thus compelled the garrison and the inhabitants to surrender themselves, and what remained of the place, to the invaders.* As we are told, the Norwegian king led his army to the top of a hill that overlooks the town, and made a great pile of fagots there. This he set on fire, and when the fire was burning fiercely, his men took large forks and pitched the burning wood into the town, setting it on fire in many places, and compelling the inhabitants to surrender. "There the Northmen killed many people, and took all the booty they could lay their hands on."†

Scarborough and the surrounding country belonged to Earl Tosti in the reign of Edward the Confessor. It was then included in the manor or lordship of Walsgrave, or perhaps Falsgrave (which may mean the lordship of the fells or cliffs). This extended over great part of the adjoining district, and probably formed a military government intrusted with the defence of that important part of the coast and its harbour. The lordship included no less than eighty-four carucates (of 180 to 200 acres each) of taxable land, and the population consisted of 107 socmen, or tenants of the soke or lordship, who held forty-six carucates. But after the destructive wars which preceded or followed the Norman conquest, there only remained, at the time of the Domesday Survey, made about twenty years after the Norman invasion, seven socmen, together with fifteen villeins, and fourteen bordars or cottagers; and not more than seven and a half carucates of land were in actual cultivation at that time, the rest lying waste.

The Castle of Scarborough.—The ancient and stupendous castle of Scarborough, built on a lofty promontory rising from the sea to a height of more than 300 feet, and in a position which was almost impregnable previous to the invention of gunpowder, was erected about eighty years after the Norman conquest, in the reign of King Stephen, the nephew of William the Conqueror, and between the years 1135–54, by William le Gros, earl of Albermarle and Holderness, who commanded the English army in the great battle of the Standard, fought in that reign at

* Yorkshire: Past and Present, vol. i. p. 452.

† The *Heimskringla*, or Chronicle of the Kings of Norway, translated from the Icelandic of Snorro Sturleson, with a preliminary dissertation by Samuel Laing, Esq., London. 1844.

Northallerton, against the invading armies of Scotland, and who was one of the ablest and most successful commanders in that turbulent age. The object in constructing the castle was to form an impregnable bulwark against attacks, both by sea and by land, on that part of the Yorkshire coast; and such the castle of Scarborough proved to be for many ages. During the Barons' wars, it was one of the fortresses placed in the hands of the barons by Henry III., and was held by them in spite of the threats of the king and the excommunication of the pope, who backed Henry against the barons in the contest. In the first war between King Edward II. and the earl of Lancaster, originating chiefly in the former's blind partiality for Piers de Gaveston, the royal favourite took refuge in the castle of Scarborough, where, however, he was obliged to surrender from want of supplies. In the same reign the army of Robert Bruce overran this district of Yorkshire, and destroyed the greater part of the town, but without being able to capture the castle, which was proof against anything except surprise or a long blockade. In the insurrection entitled the Pilgrimage of Grace, in the year 1536, Robert Aske, leader of the insurgents, took the town and made an unsuccessful attack upon the castle. In a subsequent insurrection, at the time of Wyatt's rebellion against Queen Mary, in the year 1553, the castle was surprised by a number of soldiers, who obtained entrance, disguised as peasants coming to market. This achievement was performed by Thomas, the second son of Lord Stafford; but his success was very brief, for three days afterwards the castle was retaken by Nevill, earl of Westmoreland, and Stafford and the other leaders were sent to London, and were there executed for high treason. Scarborough Castle was twice besieged, or rather blockaded, in the great civil war between Charles I. and his Parliament. The first siege was by the parliamentary army, under the command of Sir John Meldrum, who was killed in the course of the attack, though the fortress was ultimately taken by his successor, Sir Matthew Boynton, to whom Sir Hugh Cholmely, the royalist governor, was compelled to surrender it, in July, 1645. At a subsequent period, when the Scottish Presbyterian army advanced into England to restore the deposed king, Colonel Boynton, the governor, declared for Charles, and the castle once more fell into the hands of the royalists. But the garrison growing mutinous, after the defeat of the Scots, he was obliged to

surrender, on the 19th December, 1648, and the castle was again occupied by a parliamentary force, under the command of Colonel Bethel. This was the close of the numerous sieges of Scarborough Castle, the works being then, partially at least, destroyed by order of the Long Parliament; but it was still a place of great natural strength, and in the Jacobite insurrection of 1745 works were erected, and three batteries were formed, for the protection of the town and harbour, two of them at the south, and one on the north side of the castle yard.

The noble and still extensive ruins of the castle of Scarborough rise to a height of more than 300 feet on the southern, and 330 feet on the northern side. The western front is a high, steep, and rocky slope, commanding the town and bay. The level area of the castle covers nineteen acres of ground, and there was a large reservoir of water called "Our Lady's Well." "It is said that the engineer who superintended the building of the barracks and other military works, about the year 1746, ordered the workmen to dig a circular trench round the reservoir, in order to trace the source of the water; and that they discovered subterraneous drains or channels, which appeared to have been made for the purpose of catching the rainfall of the castle-hill," which was found to be sufficient in amount to supply the wants of a considerable garrison.

The Parliamentary and Municipal Borough of Scarborough.—Scarborough is a parliamentary borough, sending two members to Parliament, and has been so from the time when the representative system was first introduced into England in the reign of King Edward I. It was incorporated by charter in the reign of Henry II.; and its customs, liberties, &c., were confirmed by King John and by Henry III. It ranks among the most ancient boroughs that send members to Parliament. The earliest grant for murage or tolls for inclosing and fortifying the town, occurs in the 9th year of Henry III. (1224-25). The oldest pavage grant is of the 28th of Edward III. (1354-55), although the Dominican monks had paved a street in Scarborough in the reign of Edward I. "In the Parliament that was held in the year 1282, and which was nearly the first Parliament in England, being held in the eleventh year of Edward I., Scarborough was the only city or borough in Yorkshire, except the city of York, that was summoned to send representatives to that assembly. The arms of the borough bear the marks of considerable antiquity. A ship

of the rudest form, a watch tower, and a star, appear on the common seal. Its registry in the Herald's College is without date, and it is there classed amongst the most ancient. The bailiff's seal of office is a ship only, of very antique form, with two towers on the deck, and a smaller one at the top of the mast."*

The Port and Harbour of Scarborough.—Scarborough is one of the best among the few harbours on this rock-bound coast; and according to the authority of Leland, it obtained considerable privileges so early as the reign of King Henry I. In the year 1252 Henry III. granted letters patent for making a new pier at Scardebourg, (as the name was then spelt); and in one of the charters of that king, recited and confirmed by King Edward III. in the year 1356, mention is repeatedly made of the new town in contrast with the old. Leland gives the following description of Scarborough, in the reign of King Henry VIII. :—" Scardebourg town, though it be privileged, yet seemeth to be in Pickering Lithe district, for the castle of Scardebourg is counted of the jurisdiction of Pickering, and the shore to the very point at Filey Brig by the sea, about six miles from Scardebourg, towards Bridlington, is of Pickering Lithe jurisdiction. Scardebourg, where it is not defended by the rocks and the sea, is walled a little with stone, but mostly protected with ditches and walls of earth. In the town, to enter by land, be two gates, Newburgh gate (meately [moderately] good), and Aldeburgh gate (very base). The town standeth wholly on a stately cliff, and showeth very fair to the sea-side. There is but one parish church in the town, that of Our Lady, joining almost to the castle; it is very fair and aisled, on the sides and cross-aisle, and has three ancient towers for bells, with pyramids (or spires) on them, whereof two towers be at the west end of the church, and one in the middle of the cross-aisle. There is a great chapel by the sea, by Newburgh gate, and there were in the town three houses of friars—grey, black, and white."

Scarborough as a Harbour of Refuge.—Although Scarborough was a place of some trade in early times, and was frequented by German, or as they were then called, Easterling merchants, who attended great fairs held on the sea-shore; and although the herring fishery was carried on both by the native fishermen and by the then more enterprising fishermen of Holland, who frequented this part of the coast in the reign of Queen Elizabeth—the trade in

* Cole's Scarborough Album.

those times was not sufficient to enable the merchants of Scarborough to construct a large artificial harbour at their own expense, chiefly owing to the want of a navigable river giving water carriage to the interior. But about the beginning of the reign of George II. the necessity for forming a harbour of refuge on this coast, into which vessels might run in stormy weather, became so urgent that an Act was passed authorizing the imposition of passing tolls on the colliers of Newcastle and other vessels, for the purpose of making and maintaining a safe and convenient harbour at Scarborough. In the year 1731-32, the 5th George II., an Act was passed for enlarging the pier and harbour at a cost of £12,000. By this Act, which was called the New Pier Act, a duty or passing toll of a halfpenny per chaldron was imposed on all coals laden in any ship or vessel clearing out from Newcastle-on-Tyne, or the ports belonging to it, and passing Scarborough, together with other duties on imports, exports, and shipping, payable at Scarborough. Under the powers of this Act the pier was lengthened to 1200 feet, and widened to an extreme breadth of forty-two feet. But the commissioners ultimately judged it better to build a new pier, sweeping into the sea, and forming a large part of a circle. The foundation of this pier was from sixty to sixty-three feet in breadth, the width at the top forty-two feet, and the elevation of the pier forty feet. The stone used in building it was taken from a quarry at the White Nab, two miles distant. It is of a close texture, and almost impenetrable to the tool, from its extreme hardness. The depth of the water at the extremity of this pier, at full spring tides, was from twenty to twenty-four feet; at low water, only two or three feet. It is but within the last twenty years that passing tolls have been abolished, and that the harbours of Scarborough, Whitby, and Bridlington, have been left to be sustained by local resources. Even at the present time there is a great want of a good harbour of refuge on this part of the Yorkshire coast, and much valuable property and many still more valuable lives are lost from the absence of such a harbour.

The Storms on the Yorkshire Coast.—The fishermen of Scarborough, who amounted in numbers to 551 at the Census of 1871, are among the boldest in the British seas, and are always ready to render their assistance in the gales and storms which are so prevalent there in the winter months. The storms along this part of the coast are frequently of dreadful violence. For instance, on

the 2nd November, 1861, "a hurricane prevailed in the neighbourhood of Scarborough, where the new life-boat was brought into use for the rescue of those in peril. We are told that the route from the life-boat station to the Spa Saloon was along the line of shore where the sea broke furiously; in fact, at times over the Saloon tower. The gallant seamen who manned the boat pulled through the surf until they arrived opposite the Spa, and within a few yards of a stranded vessel (the schooner *Coupland*, of Shields), when the rebound of the water from the sea wall of the Spa caused the boat to pitch in an alarming and fatal manner. Two of the crew were washed out and drowned, and the rest were more than ever at the mercy of the waves. Ropes were thrown from the Spa, the boat was hauled up, and after getting out of her, a fearful roll of the sea washed the crew from the landing place, and four more of the men perished. Lord Charles Beauclerk (brother of the duke of St. Albans) and Mr. W. Tindall (son of a banker at Scarborough), lost their lives in generously and nobly attempting to save the imperilled life-boat crew. Every street of the town bore evidence of the violence of the storm. Houses were unroofed, photographic galleries were completely smashed, and some new houses were blown down."*

The Mineral Waters of Scarborough.—The reputation of Scarborough as a watering place originated with its mineral waters; but the pleasures and advantages of sea-bathing now form its greatest attraction. Writing at the beginning of the present century, Hutton says:—"Perhaps Scarborough formerly was more in fashion for its mineral waters than for its bathing. Drinking the waters is an ancient custom; bathing is a modern but growing fashion."† The mineral waters were discovered more than 200 years ago, under the following circumstances:—Mrs. Farrow, a sensible and intelligent lady who lived at Scarborough about the year 1620, sometimes walked along the shore, and observing the stones over which the waters passed to have received a russet colour, and finding the water to have an acid taste, different from the common springs, and to receive a purple tincture from galls, thought it probable that it might have a medicinal property. Having, therefore, tried it herself, and persuaded others to do the same, it was found to be efficacious in some complaints, and became the usual medicine of the inhabitants. It was afterwards

* Mayall's Annals of Yorkshire, vol. ii. p. 356.

† W. Hutton's Tour to Scarborough, p. 171.

in great reputation with the citizens of York and the gentry of the country, and at length was so generally recommended that many persons came from a great distance to drink it, preferring the waters of this Spa before all the others they had formerly frequented, even the Italian, French, and German.* Of Scarborough and its mineral waters, Defoe, writing in the reign of George I., says:—"Scarborough next presents itself, a place formerly famous for a strong castle, situate on a rock, as it were hanging over the sea, but now demolished, being ruined in the last wars. The town is well built, populous, and pleasant, and we found a great deal of good company here drinking the waters, who came not only from all the north of England, but even from Scotland." He says: "It is hard to describe the taste of the waters; they are apparently tinged with a collection of mineral salts, as of vitriol, alum, iron, and perhaps sulphur, and taste evidently of the alum. Here is such a plenty of all sorts of fish that I have hardly seen the like; and in particular, here we saw turbot of three quarters of a hundredweight, and yet they eat exceeding fine when taken new."

A few years subsequent to Defoe's visit to Scarborough a great land slip, almost deserving the name of an earthquake, threatened to swallow up and bury the springs by which the Spa is fed. This movement of the ground, and its effects on the springs, are thus described:—

"The Spa-house is situate on the sea-shore, at the foot of the cliff, a little to the south of the town. In the year 1698 a cistern was built for collecting the waters. In the month of December, 1737, the staith (or buildings and foundations) of the Spa, composed of a large body of stone bound by timber, as a fence against the sea for the security of the Spa-house, gave way in a most extraordinary manner. A great mass of the cliff, containing nearly an acre of pasture land, with the cattle grazing on it, sunk perpendicularly several yards. As the ground sank, the earth or sand under the cliff rose on the north and south sides of the staith and forced it out of its original position about a hundred yards in length, and in some places six, and in others seven yards above its former level. The Spa-wells ascended with the earth or sand; but so soon as the latter began to rise the water ceased running into the wells, and for a time seemed to be lost. The

* Hinderwell's History of Scarborough, p. 173. Allen, vol. vi. p. 250.

ground thus raised was twenty-six yards broad; and the staith, notwithstanding its immense weight (computed at 2463 tons), rose twelve entire feet higher than its former position, and was forced about twenty yards forward to the sea. The springs of the mineral waters were by diligent search recovered, and the staith being repaired, the Spa continued in great reputation.”*

Sea-bathing, which is now the great attraction of Scarborough, did not become fashionable until after the visit of Defoe, described above; but the bathing carriages had come into use, according to Smollett’s “Humphrey Clinker,” in the year 1767; and it was at Scarborough that Matthew Bramble, whilst swimming from a bathing machine, was dragged on shore by the faithful Clinker, who thought that his master was drowning. Sheridan’s amusing comedy of the “Trip to Scarborough” shows that the fame of this bathing place had then extended to the south of England.

Scarborough at the Commencement of the Present Century.—We have a number of particulars with regard to Scarborough as it was in the year 1803, in Hutton’s “Tour” to that place, of which the following are the most worthy of notice:—

“The town,” he says, “is built upon a cliff close to the sea, is very compact, the houses of a dark-coloured brick and covered with red tiles. . . . The unevenness of the town will appear from the following facts:—You rise ninety-four steps from the sands at the new steps to the top of Merchant’s Row, perhaps thirty yards perpendicular; from thence to the churchyard twice that height; and from the churchyard to the castle about forty more. So that, in covering an horizontal space of 500 yards, you rise about 130. . . . The sea is an everlasting amusement. Every look from the window brings something new. Ships are always in sight, passing between the north and south, generally from ten to thirty, which have no connection with Scarborough. . . . In the morning of July the 4th, 1803, I saw 200 sail from Newcastle passing towards the south, a fleet which took two or three hours to pass. They were unguarded, though at war with France. In the evening I saw the Baltic fleet move towards the north; what number I cannot tell, but with a glass we counted 198 at one view. . . . We supposed that number lay in the compass of seven miles. They were convoyed by three vessels; one led the van, another was in the centre, the third brought up the rear, and each gave us a salute

* Allen’s History of Yorkshire, vol. vi. pp. 250–51.

at passing by. . . . I believe the piers were raised, and are supported against the ravages of that powerful element the sea, by a tax upon coals from Newcastle, which supply the place. It is scarcely in the power of art to barricade against it. Nothing but native rock can stand its fury. Every contrivance to strengthen the piers is adopted, and yet they give way."

"The south side of the bay is secured by the high land, which runs towards the east to Filey Point, about seven miles, nay, even to Flamborough Head, more than twenty miles, which is plainly seen. Sheltered by the castle-hill and the piers, there are generally from ten to twenty vessels at anchor, and these are on the ground when the tide is out. The north side of the bay is secured by two piers, projecting from the foot of Castle-hill. They separate as they proceed, rise about eight or ten yards, are about twenty wide, and project into the sea 300 or 400. They were raised at a vast expense, and are composed of stones of all sizes, mixed with piles, and banded with timber. It is one of the best harbours on this coast, and the chief between Hull and Newcastle. From the security of the high lands on the south, the town upon a cliff on the west, the Castle-hill and piers on the north, vessels ride in the utmost safety."

The Scenery around Scarborough.—"The views," says Mr. Hutton in his pleasant "Trip," "in the vicinity of Scarborough are most extensive and charming. The first of these is from the churchyard, exalted at the foot of the castle, and higher than the most elevated buildings. . . . The castle, which is much higher, commands a more extensive view; then the observer finds himself opposed to the winds. . . . But the greatest elevation is Mount Oliver, on the south of the town. The name is said, by tradition, to be derived from Oliver Cromwell having planted his cannon upon the top to batter the castle; and though it is very doubtful whether Oliver was ever personally present at the siege of Scarborough, his name had at that time become exceedingly famous, and may have been given to one of the points of attack. The mount itself is a beautiful object. You rise a considerable height from the sands before you arrive at its broad base, where a good road winds you round to the summit, which is level, with a fine and safe ride a mile round."

Another writer of a somewhat more recent date says:—"No part of the British coast affords a situation more commodious for

bathing than Scarborough. The bay is spacious and open to the sea, and the water is pure and transparent. The sand is clear, smooth, and level, and the inclination of the beach towards the sea is scarcely perceptible. No considerable river dilutes the brine, nor is the beach so extensive as to be uncomfortably hot, even under a summer's sun. The sea in the month of August is many degrees cooler than at Brighton, and possibly than at Weymouth, or any place southward of the Thames; and bathing may be performed at all times of the tide, and in almost all sorts of weather, with security and ease.

"Near Scarborough the country is richly diversified with hills and dales, exhibiting every variety of romantic scenery. Towards the north elevated moors of great extent raise their bleak and barren summits, forming a bold and striking contrast in the landscape to the highly cultivated country that lies to the westward. And to the south and south-west, the Wold hills in the East Riding present another grand and extensive line of boundary to the prospect. Weaponness, or Oliver's Mount, little more than a mile from the town, possesses every requisite that can render an excursion to its summit delightful. The roads are judiciously laid out, and their ascents are easy, seldom exceeding seven or eight feet in a hundred. Thus the tourist ascends without difficulty to one of the most delightful terraces in England, elevated 500 feet above the level of the sea. From this commanding eminence there is a magnificent view of the coast, the Castle-hill, the town, the harbour, the piers, and the ocean, bounded only by the horizon; and in the western prospect the moors, the wolds, and the extensive vale stretching out towards Malton and Pickering, exhibit a highly diversified scenery."*

The Modern Town of Scarborough.—The modern town of Scarborough is well built, and various circumstances concur to render it a charming summer's retreat. The principal streets in the upper town are spacious and well paved, with excellent flagged footways on each side; and the houses have, in general, a handsome appearance. The new buildings on the Cliff stand almost unrivalled in respect of situation, having in front a beautiful terrace, elevated nearly 100 feet above the level of the sands, and commanding a variety of delightful prospects. As residences these buildings are equally elegant, commodious, pleasant, and healthy, being agree-

* Allen's History of Yorkshire, vol. vi. pp. 252-254.

ably ventilated by refreshing breezes from the sea. In different parts of the town there are many excellent lodging-houses, where visitors may be accommodated in an agreeable manner. There are gardens with public walks, which afford a pleasant and salubrious amusement; and an elegant assembly-room and a handsome theatre are alternately open in the summer evenings. The shops are well stored with various articles of utility and excellence.

One of the most important improvements in this town was the erection of the Cliff Bridge; the difficulty of access from the Cliff to the Spa had often been justly complained of by visitors, and Mr. Cattle, of York, projected the elegant edifice which now forms a delightful promenade between the Spa and the town. The first stone was laid November 29, 1826, and the Spa Bridge was opened July 19, 1827; it cost nearly £8000, which was raised in shares. There are four cast-iron arches, resting on pyramidal piers, seventy-five feet above high water mark.

"On the northern side of the bridge has been erected an elegant circular edifice with a dome, for the Museum of the Philosophical Society, from a design by Messrs. Atkinson & Sharpe. The interior has a highly interesting series of geological specimens, and other objects of natural history or local antiquity, arranged in the most pleasing manner."*

On the 1st July, 1865, the Ramsdale Valley Bridge at Scarborough was opened with a procession, in which every public body in the town was represented. A bridge across the valley was originally suggested by the late Mr. Robert Williamson in 1849, when the corporation gave him permission to construct the same. Some unavoidable delays occurred to prevent the fulfilment of the company's wishes. During the progress of the work Mr. Williamson's death occurred in France, and Mr. John Haigh was appointed to succeed him in the chairmanship of the Valley Bridge Company. The bridge is now completed and is opened as a public toll-bridge. At the inauguration it appeared as though Scarborough had by universal consent turned out to do honour to the occasion.†

The South and North Cliffs of Scarborough.—The best built and most fashionable part of Scarborough is the South Cliff, with the Esplanade, commanding most extensive sea views, and the walks on the Cliff and the open country. The North Cliff is a new and

* Allen, vol. vi. p. 249.

† Mayall's Annals of Yorkshire, vol. ii. pp. 550-51.

quieter suburb. The town on the South Cliff continues to increase. The Cliff Bridge across the ravine between the Old Town and the South Cliff was completed in 1827, and the Spa buildings and Promenade in 1858. During the last ten years there has been an increase of more than six thousand persons in the resident population, and an almost unlimited increase in the number of visitors. Houses and terraces are springing up in all directions at the back of the Spa, towards Oliver's Mount. Those on the North Cliff, beyond the castle, are almost entirely new. The town has only been extended on this side since 1840, though the sands here are quite as fine and more extensive than those below the South Cliff.

The water of the Spa consists of two springs, differing very slightly from each other. They are rich in carbonates and sulphates of lime and magnesia, and are said to be of service in dyspeptic cases.

The charitable institutions in Scarborough are numerous and well supported. The Amicable Society was founded by R. North, Esq., in 1729, for clothing and educating the children of poor persons in this town. The Seamen's Hospital, near the last-mentioned edifice, is under the superintendence of the Trinity House, Deptford, Stroud. A sea-bathing infirmary was established here in 1811, through the persevering efforts of the late Archdeacon Wrangham.

The parish church of St. Mary, with its chapels, was given by Richard I. in 1198 to the Abbey of Cîteaux, in Burgundy, for the purpose of making three days' provision for members of the Cistercian order attending the annual chapter-general there. Henry IV. seized all their property here as belonging to an alien house, and the church of Scarborough was then given to the priory of Bridlington. The existing church consists of the nave of the original building. The choir was destroyed during the siege of the castle in 1645, and the central tower was so much injured that it fell in the year 1659. It was rebuilt in 1669. An extensive restoration was completed in the year 1850. The church, which now consists of a nave, with a south aisle and chantry chapel, and two north aisles, and contains a very good organ and several monuments, was formerly a spacious and magnificent structure. The ruins of the chancel still seen in the eastern part of the churchyard, the dismembered appearance of the western end of the church, the subterraneous arches extending to the west, and the great quantity of foundation-stones discovered in the new burial ground contiguous to it, are sufficient proofs that

it is, in its present state, only a small part of a vast edifice which may have formed the Cistercian Abbey and the church. In the time of Henry VIII. it was, as already stated, according to Leland, adorned with three ancient towers, two of which were at the west end, and the other was over the centre of the transept. This last, having been greatly shaken during the siege of the castle in the year 1644, fell in October, 1659, and considerably injured a great part of the nave. The present steeple, which now stands singularly at the east end of the church, was erected on the ruins, and occupies the place of the transept tower. The time and the cause of the demolition of the two western towers do not appear to be well ascertained.

There were formerly three other churches in Scarborough, viz., St. Nicholas, on the cliff in the front of the new buildings; St. Sepulchre, in the street of that name; and St. Thomas, in Newborough, which was destroyed by fire from the guns of the castle during the siege in 1644.*

On the 20th September, 1864, the foundation-stone of a third Congregational church for Scarborough was laid by Lady Salt, the wife of Sir Titus Salt, Bart., of Methley Park and Saltaire. The cost of the edifice with site, organ, clock, and chimes, was about £16,000.

Near the gate through which the road leads into the castle is a very pretty drinking fountain, a memorial of Thomas Hinderwell, the historian of Scarborough (1798), whose labours have been the foundation of all subsequent notices of the town.

The population of Scarborough in 1861 was 18,380, and in 1871, 24,259 persons. This may be considered the resident population, the census being taken in the month of April, when there are scarcely any visitors. But during the summer and autumn months, especially in August and September, Scarborough is crowded with thousands of visitors, and the resources and means of amusement are almost unlimited.

The principal points of interest of Scarborough are, in the old town, the castle, and St. Mary's Church; and on the South Cliff, the Spa, the Promenade, St. Martin's Church, and the South Cliff Church. The view from the churchyard over the town and to the South Cliff is very fine.

Scarborough Public Buildings, &c.—By the Cliff Bridge you cross

* Allen, vol. vi. p. 267.

the valley and enter the grounds of the Cliff Company. The side of the cliff is laid out in terraced walks, parterres, and shrubberies, from designs furnished by Sir Joseph Paxton. At the base of the cliff are the Spa Promenade and Music Hall. The latter building was opened in 1858, and is admirably adapted for the purposes intended. It is approached from the north end by a colonnade 188 feet long, and will accommodate 1400 persons. The area of the promenade has been increased 2800 superficial yards, which, together with the old promenade and the carriage road, gives a sea frontage of 1600 feet in length. A lofty tower is erected near the southern end, from which a good view is obtained of the town, and the whole of the coast line. A little further south an elevator has been constructed by a private company, by means of which visitors may ascend from the sands to the South Cliff without fatigue.

The Museum is a rotunda of the Roman Doric order, 37 feet 6 inches in its external diameter, and 50 feet high. It is connected with the Philosophical and Archæological Society, and contains many rare specimens of geology and local antiquity.

Promenade Pier, North Bay, was designed by E. Birch, Esq., C.E., of Westminster. It is 1000 feet long, and 25 feet wide. On both sides there is seating the whole length of the pier. The seaward end is 50 feet wide, 150 feet long, and in the middle of it there is a saloon for shelter and refreshments. The steam-boats here embark and disembark passengers at any state of the tide.

The superficial area of the Marine Aquarium in course of construction is equal to that of York minster, and extends to the sands under the Cliff Bridge. The site is considered to be very superior, and its proximity to the extensive fishing grounds on the east coast most advantageous. The principal proprietors are also connected with the Brighton Aquarium, the success of which has encouraged them to enter upon this undertaking, in which will be many improvements suggested by their practical experience. The engineer is E. Birch, Esq. The contracts for the building amount to £75,000, and the whole is expected to be completed in May, 1876.

The Mechanics' Hall and Literary Institute, situated in Vernon Place, is in the Grecian style of architecture, with two fluted Doric columns in front, and above these two Ionic columns supporting the middle cornice. It contains a large lecture or music hall, a library,

class-rooms, a spacious reading-room, and all the requirements of a public building of this character.

The Race-course and Grand Stand is situated about two miles from the town on Seamer-moor.

The Club occupies a fine site on the Old Cliff, and is supported by private gentlemen, admission to which is by ballot.

Drinking Fountains.—There are no fewer than six fountains erected in various parts of the town, some of them of exquisite design, especially the two in the South Cliff; one, in memory of the late Robert Williamson, situated at the south end of the Valley Bridge; the other, in memory of Miss Mary Williamson, opposite the South Cliff Church.

Places of Divine Worship.—The Church of England has five; Roman Catholics, one; Congregationalists, three; Baptists, two; Wesleyans, two; Primitive Methodists, two; United Methodist Free Church, one; Society of Friends, one; also, various mission-rooms belonging to the Congregationalists, Methodists, and others.

Charitable Institutions.—The Seamen's Hospital, built in 1752, contains thirty-six separate apartments for seamen or their widows. The Trinity House was opened in 1833, and is also occupied by disabled seamen or their widows. The charity itself has existed for two or three hundred years. St. Thomas' Hospital was founded in the reign of Henry II., and contains thirteen tenements for aged and infirm poor. Taylor's Free Dwellings accommodate fourteen persons. Wilson's Mariners' Asylum is for fourteen decayed mariners. Spinsters' Hospital is occupied by thirteen aged spinsters. Wheelhouse and Buckle's Almshouses are built in the form of a square, with hall and tower at one end; each dwelling consists of a good porch, a living-room, bedroom, and scullery, besides a larder, coal closet, &c. Royal Northern Seabathing Infirmary was founded in 1812, and has accommodation for about eighty patients. The Dispensary and Accident Hospital was founded in 1851, and supplies gratuitous medical relief to the poor. The Cottage Hospital was founded by Mrs. Wright, who still lives to devote her entire time and means to the charity. Twenty-four patients can be received.

 DATES AND NOTES RELATING TO THE BOROUGH AND WATERING PLACE OF SCARBOROUGH.

1066.—Scarborough taken by the Norwegian king, Harald Hardrada, and Earl Tosti, brother of King Harold of England.—Yorkshire : Past and Present, vol. ii. p. 548.

1084–1086.—Scarborough as described in Domesday Book.—Vol. ii. p. 549.

1135–1154.—The castle of Scarborough built by the earl of Albemarle.—Vol. ii. p. 549.

1198.—The parish church of St. Mary at Scarborough.—Vol. ii. p. 560.

1224–1225.—First murage grant for fortifying the town.—Vol. ii. p. 551.

1252.—Grants of Henry III. for the repair of the port and harbour of Scarborough.—Vol. ii. p. 552.

1282.—Scarborough represented in the Parliament of the 10th and 11th Edward I.—Vol. ii. p. 551.

1536–1538.—Leland's account of Scarborough in the reign of Henry VIII.—Vol. ii. p. 552.

1620.—Discovery of the mineral waters of Scarborough.—Vol. ii. p. 554.

1645–1649.—Scarborough Castle besieged twice during the Great Civil War.—Vol. ii. p. 550.

1727.—Daniel Defoe's visit to Scarborough.—Vol. ii. p. 555.

1731, 1732.—Scarborough as a harbour of refuge. New pier built.—Vol. ii. p. 553.

1737.—Landslip at Scarborough.—Vol. ii. p. 555.

1767.—Smollett's "Humphrey Clinker" and the bathing machines of Scarborough.—Vol. ii. p. 556.

1803.—Hutton's account of Scarborough.—Vol. ii. p. 556.

1826.—The Cliff Bridge erected.—Vol. ii. p. 559.

1861.—Population of Scarborough.—Vol. ii. p. 561.

1861.—The life-boats of Scarborough.—Vol. ii. p. 554.

1865.—The Ramsdale Valley Bridge erected.—Vol. ii. p. 559.

1871.—Fishermen of Scarborough.—Vol. ii. p. 553.

1871.—Population of Scarborough.—Vol. ii. p. 561.

The South and North Cliffs of Scarborough.—Vol. ii. p. 559.

The modern town of Scarborough.—Vol. ii. p. 558.

Public buildings. The Cliff grounds.—Vol. ii. p. 562.

Charitable institutions.—Vol. ii. p. 563.

CHAPTER XI.

HISTORY OF THE BOROUGH AND WATERING PLACE OF WHITBY.

THE very ancient town and pleasant watering place of Whitby, standing on the boldest part of the Lias rocks of the Yorkshire coast, and which has risen to the rank of a parliamentary borough in modern times, is built at the mouth of the Esk, which flows down from the moors of Cleveland, from an elevation of 1300 to 1400 feet, and enters the sea at one of the finest parts of the north-eastern coast. We have already described* the small but beautiful stream of the Yorkshire Esk (named from one of the almost innumerable corruptions of the old British word *uisg*, meaning water or a stream of water), which contains both trout and salmon. Unfortunately it is not navigable for any distance above the town of Whitby. Hence that place has never possessed the advantage of inland navigation, and was almost entirely cut off from intercourse with the interior, until the introduction of the railway system gave it a cheap and easy communication with all parts of Yorkshire. It is now frequented in the summer months by thousands of visitors. Its sea-fisheries are extensive and valuable, and give regular employment to 231 fishermen.† Its mineral products consist chiefly of alum, found in the Lias strata, and of jet, gathered from the cliffs and the hills in all parts of Cleveland; and there are several small but valuable manufactories here of jet into articles of taste and ornament. Its extensive shipbuilding formerly gave it a considerable amount of prosperity, from the high reputation of the vessels built here. It still maintains its old reputation, though iron has very largely taken the place of wood in the ships now constructed. The discovery of iron ore in all parts of the district, and the opening of extensive blast-furnaces in the valley of the Esk, have given a fresh impulse to the town; and its prosperity has been further increased by the great attractions presented by

* See account of the river Esk, and Report on its Salmon Fishery by Mr. Walpole, Yorkshire; Past and Present, vol. i. p. 266.

† Census of England and Wales, 1871, vol. iv. p. 116.

the shores, the rocks, and the sea, which have caused it to be greatly frequented by visitors in the summer months, and have given it the position of the second watering place on the coast, of which Scarborough is undoubtedly the first. Whitby is also very near to the great iron field of Cleveland, whose wonderful development during the last thirty years has materially influenced the trade of the port.

Antiquities of Whitby.—We have already given, in the first volume of the work, an account of the origin and early history of the ancient town of Whitby, in which we have stated that it is supposed to stand on or near to the site of the ancient British port of Dunum Sinus, mentioned by the Greek geographer, Claudius Ptolemy, who wrote in the time of the Emperor Hadrian, about 130 years after the date of the Christian era. As we there stated, the Anglian name of this very ancient town and port was Streoneshall, or the Hall or Place of the Lighthouse, which shows that it must have possessed commercial importance from an extremely early period. That is the meaning given to the name by the Venerable Bede, in his history of the Anglian church and nation. In the year 655 of the Christian era the abbey of Streoneshall was founded by Oswy, the victorious king of Northumbria, in fulfilment of a vow made by him previous to his last great battle with and victory over Penda, the pagan king of Mercia, fought at Leodis, or Leeds, in that year; by that vow he engaged to consecrate his infant daughter to the service of religion. But the most celebrated abbess of Whitby was St. Hilda, the niece of Edwin, the first Christian king of Northumbria, the friend of Paulinus, and the founder of the earliest York minster. The building of the abbey of Whitby is said to have been begun in the year 657, and it was in that abbey, under the presidency of St. Hilda, that the synod of Whitby was held, in the year 664, the result of which was to add greatly to the strength and influence of St. Wilfrid, archbishop of York, and at the same time greatly to increase the divisions between the adherents of Wilfrid and those of Coldman, and the other British bishops. Whitby was the most celebrated school of learning in that early age, and was the place of education of several eminent Anglian bishops, amongst whom were Bosa and John of Beverley.

The Poems of Cædmon.—But far the most interesting event connected with this monastery, as we have already intimated,*

* Account of Cædmon, the first Anglian or English poet. Yorkshire: Past and Present, vol. i. pp. 406-19.

was, that it was the place in which the first of English poets, Cædmon, was received, and entertained for many years, by the kind friendship and patronage of St. Hilda, after he had abandoned the active life of a layman, in which he was educated, and had turned his whole attention to the study of English poetry, taking for the subject of his noble poems all that is most striking in the historical parts of the Old and the New Testaments. His poems, of which we have already given a full account and many curious and interesting specimens, were to a great extent the Bible of the English race for many generations, and must have been the chief means of popular instruction during that period. His friend and patron, St. Hilda, died in the year 680, justly honoured, and supposed by many of her contemporaries, and a long course of successors, to have possessed even miraculous gifts. The Anglian abbey or monastery of Whitby or, more correctly, of Streoneshall, was destroyed by the Danes in the year 867, and for a time the history of this interesting place is very obscure. But in the meantime the Danes themselves were converted to Christianity, and became the principal founders of churches and monasteries in this and other districts in the north of England, subject to the Danish law. It was in this period that the name of the place was changed from Streoneshall, or the Town of the Lighthouse, to Whitby, or the White-town, a name derived from the lofty white cliffs which line the sea-shore at the point where the river Esk enters the sea. The following passage from Scott's "Marmion," canto ii., stanza 13, throws a pleasing light on the early traditions of the abbey of Whitby:—

"Then Whitby's nuns exulting told,
How to their house three barons bold
Must menial service do;
While horns blow out a note of shame,
And monks cry 'Fie upon your name!
In wrath, for loss of sylvan game,
Saint Hilda's priest ye slew.'
'This, on Ascension-day, each year,
While labouring on our harbour-pier,
Must Herbert, Bruce, and Percy hear.'
They told, how in their convent cell

A Saxon princess once did dwell—
The lovely Edelfied;
And how, of thousand snakes, each one
Was changed into a coil of stone
When holy Hilda pray'd.
Themselves within their holy bound
Their stony folds had often found.
They told, how sea-fowls' pinions fail.
As over Whitby's towers they sail;
And sinking down, with flutterings faint,
They do their homage to the saint."

Whitby under the Normans.—The Norman monastery of Whitby was founded by William de Percy, the Norman lord of this part of Yorkshire, in the year 1122. For a while the abbot of Whitby was the chief ruler of the place; but civil government was gradually

established, and about the year 1398, Whitby, which had always had considerable trade as a fishing place, became a town of some commercial importance, it being then almost the only harbour on this dangerous coast. In the year 1394, cargoes of coal began to be imported from Newcastle into Whitby; and in 1538, Leland speaks of Whitby "as a great fisher town." It no doubt was so in comparison with the small fishing villages along the coast, but the population, in the year 1540, is supposed not to have been more than about 200 persons; the number of houses at that time being not much more than thirty or forty, which scarcely gives a population of 200 inhabitants. In the reign of Queen Elizabeth, Whitby was greatly benefited by the discovery and by the working of alum mines at Guisborough, a few miles in the interior, and a little later, in the year 1615, another alum work was erected near Sands End, only three miles from Whitby. In the year 1650, the population of Whitby had increased to 2000, though at that time the number of vessels belonging to the port was not much more than twenty. But before the close of the same century it had still further increased to 4000, and the vessels to sixty, of about eighty tons each. In the year 1724, the number of vessels had risen to 130, of eighty tons each.

Whitby is described by Daniel Defoe, in 1727, as standing at the "entrance of a little nameless river (the Esk), which, however, is an excellent harbour." There, he says, they built very good ships for the coal trade, which made the town so rich.

Shipbuilding at Whitby.—A great impulse was given to shipbuilding at Whitby, about the end of the reign of George II., by the general prosperity of the country; and that impulse continued during the whole of the reign of George III. In the year 1757, docks for shipbuilding began to be erected on the west side of the river Esk, and vessels of a much larger class to be constructed. In 1776, the number of ships belonging to Whitby was 250, besides those on the stocks; and it was then supposed that both the shipping and the population had more than doubled their numbers in the previous forty years. All the vessels used by Captain Cook for his memorable voyages round the world were built at Whitby; and the port had then acquired a very high reputation. In the year 1801 the population had increased to 7483 persons, and in 1821 to 10,435. At the Census of 1871 the borough of Whitby extended over an area of 5631 acres, and contained a population of 13,094.

The old town of Whitby rises on the left bank of the river Esk in numerous steep and narrow streets; on the right, it is built under the cliff crowned by the famous abbey of St. Hilda. The two parts of the town are connected by a bridge, of which the central portion is lifted for the passage of vessels. The mouth of the harbour is protected by two stone piers; but vessels taking refuge here in stormy weather are obliged to moor above the bridge, where the river widens into a basin large enough to contain a fleet, though nearly dry at low water. All the modern houses are on the West Cliff.

“As a watering-place, Whitby is one of the pleasantest on the Yorkshire coast. It is much quieter than Scarborough—a great recommendation to many. The sea-views are superb. Many places of interest are within easy access, and the inland country is varied and very picturesque, especially that over the moors. The chief promenades are on the West Cliff, and on the West Pier, nearly half a mile long, with a lighthouse at its farther end, which the visitor should ascend for the sea-view, and for that of the town below him, with its background of steep wild hills.” *

DATES AND NOTES RELATING TO THE BOROUGH AND WATERING PLACE OF WHITBY.

Whitby, supposed to be built on the site of the Roman harbour of Dunum Sinus.—Yorkshire : Past and Present, vol. ii. p. 566.

657.—The Anglian abbey of Streoneshall, or Whitby, erected by King Oswy.—Vol. ii. p. 566.

Cædmon, the first English poet, a native of Whitby, and long resident in the abbey of Streoneshall.—Vol. ii. p. 567.

1122.—The Norman abbey of Whitby built by William de Percy.—Vol. ii. 567.

1540.—Whitby a great fishing town when visited by Leland.—Vol. ii. p. 568.

1727.—Defoe's notice of Whitby.—Vol. ii. p. 568.

1776.—Great extension of shipbuilding at Whitby.—Vol. ii. p. 568.

1801.—Population of Whitby.—Vol. ii. p. 568.

1821.—Population of Whitby.—Vol. ii. p. 568.

1871.—Population of Whitby.—Vol. ii. p. 568.

The modern town of Whitby.—Vol. ii. p. 569.

* Murray's Handbook for Yorkshire, p. 179.

CHAPTER XII.

HISTORY OF THE BOROUGH AND SEAPORT OF MIDDLESBOROUGH.

HAVING traced the history of the port of Hull, and the histories of the ports or watering places of Scarborough and Whitby, we now proceed to give an account of the rapidly-rising seaport and town of Middlesborough, the capital of the iron district of Cleveland and of that of the North Riding of Yorkshire. Middlesborough, on the right bank of the estuary of the Tees, is now the chief port of the North Riding, and owes its prosperity to its position near the entrance to that river, and to its proximity to the great iron district of Cleveland. It stands on a level winding coast, but at the foot of lofty hills, with a sufficient depth of water in its river to permit large vessels to enter its commodious dock and harbour. It possesses also railways, communicating with the iron-fields of Cleveland, the coal-fields of South Durham, and with the manufacturing districts in the interior of the country, as well as all the conveniences required by modern trade and commerce. At the time when the first part of this work was published the number of the inhabitants of Middlesborough was estimated at from 24,000 to 30,000; but so rapid has been its increase that the population of the municipal borough, at the Census of 1871, had risen to 33,363, and that of the parliamentary borough to 46,621. Every year adds some thousands to the population of Middlesborough. Nor is this increase of numbers at all to be wondered at, when we consider the rapid increase of industry and wealth that has taken and is taking place in the great iron district of which Middlesborough is the port and centre; for in 1868 the official returns of the Board of Trade gave the quantity of iron ore produced in the Cleveland district as amounting to 2,785,307 tons, of the value of £744,833, whilst the official accounts for the year 1873, published in October, 1874, return the total product of iron ore in this district at 5,617,013 tons, or 1,156,431 tons of pig iron of the estimated value of £1,688,099.*

* Mineral Statistics, 1873, pp. 77 and 95.

Progress of the Town of Middlesborough.—The progress of the town of Middlesborough is very distinctly shown by the following events, recorded by the local annalists of that flourishing town. In 1829 Messrs. Joseph Pease, Edward Pease, Thomas Richardson, Henry Birbeck, Simon Martin, Thomas Martin, and Francis Gibson, purchased 500 acres of land from Mr. William Chilton, and commenced the building of the town of Middlesborough, under the style or title of the Middlesborough Owners. In the following year the Stockton and Darlington Railway was extended from Stockton to Middlesborough, and the ship *Sunmyside* was loaded with the first cargo of coals brought down to the port in June, 1831. The shipping staiths were at that time on the spot now occupied by the Tees-side Ironworks of Messrs. Hopkins, Gilkes, & Co. In 1832 the Clarence Railway was extended to Samphire Batts, on the north side of the river. The town was first lighted with gas in 1834. In 1840 St. Hilda's Church, in the market place, was consecrated; and in the same year a public market was established. The year 1840 is also memorable as marking the commencement of the Cleveland iron trade by the establishment, on the banks of the Tees, of the works of Messrs. Bolekow and Vaughan. In 1841 an Act for the improvement of the town was obtained, and the first governing body for Middlesborough was established by the 4th and 5th Vic., cap. 65, and was styled the Middlesborough Improvement Commissioners. In 1842 a commodious dock was constructed, which has recently been enlarged. In 1846 a lifeboat was placed here by the National Lifeboat Institution. In 1851 the town was supplied with water from the Tees at Blackwall by a public company. In this year also ironstone was discovered by Mr. J. Vaughan in the Eston Hills, near Middlesborough. In 1853 the town was incorporated by charter dated January 21, and Mr. H. W. F. Bolekow was chosen its first mayor. The motto *Erimus* ("we shall be") was appropriately chosen for the borough arms. The first shipments of pig-iron were also made this year. In 1855 the town suffered from a very severe visitation of Asiatic cholera, in consequence of which the Public Health Act was applied to the borough by provisional order dated July 18, 1855, and confirmed by statute 18th and 19th Vict., c. 125. The third extension and improvement Act was obtained in 1858. In 1860 the new road to Stockton was opened, saving a circuit of nearly seven miles; and in the same year Middlesborough was separated

from Stockton, and constituted a separate port. In 1861 Mr. George Marwood of Busby Hall, near Stokesley, laid the foundation-stone of the masonic hall in Marton Road. In 1862 the steam ferry to Port Clarence, on the north side of the Tees, was established. In 1866 St. John's Church, in Marton Road, was consecrated. The Middlesborough Improvement and Extension Bill, for including Linthorpe, North Acklam, and other purposes, passed through Parliament, 1866. In the same year Mr. Bolckow presented a public park—subsequently called the Albert Park—in Linthorpe Road, to the borough. The foundation-stone of the Royal Exchange was also laid in the same year. By the Reform Bill of 1867–68 Middlesborough was constituted a parliamentary borough, and returned as its first member Mr. H. W. F. Bolckow, who was elected November 18th, 1868. H.R.H. Prince Arthur visited the town in 1868, and by permission of the queen opened the Albert Park. In 1869 the North-eastern Railway Company resolved to enlarge the dock, and this work has been carried out at a cost of £150,000. In 1870 Middlesborough elected its first school board, under the Elementary Education Act, and in 1871 a free library for the town was successfully inaugurated. In 1872 St. Paul's new church was consecrated. The new National Provincial Bank was opened in 1873, and the Workmen's Social Club established.*

Rapid Increase of the Population of Middlesborough.—The Registrar-general, in his report on the Census returns of England and Wales for the year 1871, noticing the wonderfully rapid rise of Middlesborough, observes :—"Villages and small places are rising up" (in the iron districts) "to the importance of large towns. Thus, Barrow-in-Furness in Lancashire, not long ago an inconsiderable village, is now a municipal borough with 18,245 inhabitants; and Middlesborough in Yorkshire, inconsiderable in 1831, with its 383 inhabitants, has now 39,563 inhabitants, under municipal government." At each decade of the present century the population of Middlesborough was as follows :—In 1801 it was 26 persons ; in 1811, 35 ; in 1821, 40 ; in 1831, 383 ; in 1841, 5709 ; in 1851, 7895 ; in 1861, 18,273 ; and, as above stated, in 1871, 39,563 in the municipal borough, and 46,621 in the parliamentary.† The number of electors on the parliamentary register in 1874 was 8862.

* Handbook of Middlesborough, pp. 5–7.

† The Handbook and Directory of Middlesborough, &c., 1874, p. 7, and Census of England and Wales 1871, vol. iv. p. xxxi., and Index to Population Tables, p. 688.

Succession of Mayors of Middlesborough.—The following gentlemen have held the office of mayor of Middlesborough :—

Henry W. F. Bolckow,	1853	Francis Atkinson,	1864
Isaac Wilson,	1854	George Watson,	1865
John Vaughan,	1855	W. R. I. Hopkins,	1866-67
Henry Thompson,	1856-57	William Laws,	1868
John Richardson,	1858	Thomas Dalkin,	1869
William Fallows,	1859	Robert Lacy,	1870
George Bottomley,	1860	Thomas Vaughan,	1871
James Harris,	1861	Robert Stephenson,	1872
Thomas Brentnall,	1862	Edward Williams,	1873
Edgar Gilkes,	1863		

Principal Public Institutions of Middlesborough.—The Albert Park is situated on the Linthorpe Road, about a mile and a quarter from the centre of the town, comprises about seventy-two acres of land tastefully laid out, and contains ground set apart for the recreations of cricket, croquet, &c. A military band plays during the summer months on Thursday evenings and Sunday afternoons; and the town's police band on Wednesday and Saturday evenings. Amongst its ornamental features are a handsome cast-iron fountain in the centre, an octagonal music stand of light ironwork, a drinking fountain, and a miniature lake, with grotesquely built banks, interwoven with various creeping plants. The principal gate is a beautiful piece of wrought iron work. It is intended by the corporation to enlarge the park considerably, and land has been presented for the purpose by Mr. Bolckow. The Corporation Hall is situated at the foot of North Street, and is a large stone building. On the basement it contains the police court, and a large room for meetings of the several committees of the borough council and the school board. On the first floor are the council chamber and the offices of the town clerk, Mr. J. T. Belk. The entrance to the hall is in North Street. The Market Place is situated at the top of South Street. It is a large open square, surrounded by shops and public buildings. In the centre is the Town Hall, and also a small building for fish dealers and butchers. In the north-east corner are the butchers' shambles, erected a few years ago from designs by Mr. John Dunning. The market is held every Saturday, and is attended by a large number of persons from the contiguous villages. The Town Hall is in the centre of the Market Place, and will seat about 400 persons. It is used for the county court, the meetings of the committee of the guardians of the poor, public meetings, lectures, entertainments, temperance meetings, religious services, inquests, &c., and has ante-

rooms attached. Here are the offices of the inspector of weights and measures, and the inspector of nuisances. Ground has been purchased in Corporation Road for a new town hall and other public buildings, which are urgently required. In connection with the Town Hall there is a public clock, and here are the gauges indicating the pressure of water in the mains of the Stockton and Darlington Water Company, which supply the town with water. The Dock is situate at the east end of Lower Commercial Street. The offices are situate on the dock head, where all steam-boat charges, dock dues, and shipping charges are paid. Recently the dock has been considerably enlarged, and a new entrance channel added, and vessels of any depth or tonnage can now enter. The enlarged dock is now open. Facilities are afforded for shipping coals, coke, and iron. Great quantities of rails, bars, rib and merchant iron, are sent to all parts of the continent, and to North and South America. A large timber trade has sprung up with the Continent quite recently, and exports of chemicals are considerably on the increase. The Dock was first opened in May, 1842. Its area, as lately enlarged, is as follows:—Length, 1250 feet; breadth, 400 feet. The new entrance is 55 feet wide, and will have a depth of 22 feet 6 inches on the sill at spring tides. Further extensions of the Dock are contemplated. The contractors for the extension are Messrs. Hodgson and Ridley. In connection with the Fire Brigade there are two engines and a hose roll for water-plugs stationed at the gasworks. The Middlesborough Owners have also a splendid steam fire engine available for fires. It is kept at their works, Ormesby Road. Fire apparatus is kept at all the police stations. The North Riding Infirmary was opened in June, 1864, with accommodation for a limited number of patients, and has since that period been gradually extended in its internal arrangements so that forty-two patients may now be received, and there is still further room to increase the patients to sixty.

The Middlesborough Free Library, the property of the corporation, was opened on the 24th July, 1871. At a meeting of the ratepayers of the town, held on the 23rd November, 1870, it was unanimously resolved to adopt the "Free Libraries Act." The committee of the Mechanics' Institute let the library committee their rooms in the Mechanics' Institute, Durham Street, in which the library is now held. The library, a well-selected one, consists of

about 3000 books, but additions are constantly being made to this number. There is also a large reading room attached to the library, at which fifteen daily papers, forty-one weekly papers, four weekly periodicals, and fifteen monthly periodicals are received. In the reading room there is an excellent reference library. A branch reading room in connection with the library has been opened in Granville Terrace, Newport Road, and is well attended. On the opening of the free library, the library of the Mechanics' Institute was closed. The several classes are, however, held in connection with the institute. There is a drawing class under the superintendence of Mr. J. W. Watson, several students of which, in 1873, gained prizes and certificates at the Science and Art Department, South Kensington. There is also a chemical class under the care of Mr. Bettel, which also gained a large number of prizes.

The Cemetery is situated on the Linthorpe Road, about a mile from the Market Place. It was opened in 1854. It contains nine acres of ground, which are tastefully laid out and properly fenced. On the western side are the chapels—fire-proof buildings, separated by a partition wall. The New Cemetery is at Old Linthorpe. It is about fourteen acres in extent, six or seven acres of which are laid out in three sections, for the Established Church, the Dissenters, and the Roman Catholics. There are two chapels built of stone. The steam-boats of Duncan Brothers and Dixon Brothers land near this point, and take passengers and goods to Billingham, Newport, and Stockton. The steam ferry boat also lands here, and takes passengers and goods to Port Clarence, where there is a station of the North Eastern Railway Company. During the summer months excursion boats to Hartlepool, Sunderland, Shields, Whitby, Scarborough, &c., receive and land their passengers here. There is also a landing at Billingham and Newport for passengers to and from Stockton and Middlesborough. A steam horse-and-cart ferry is about to be provided. The Gasworks are in Lower Commercial Street. The Lifeboat was presented to the port by the National Lifeboat Institution in 1836. It occupies a commodious brick building near the dock entrance.

Cleveland Literary and Philosophical Society.—The rooms of this society are near the railway station. It was founded in 1863, for the purpose of promoting art, science, and literature. In addition to the reading room, supplied with papers and periodicals, there are

a good library and small museum. There are various sections, in connection with which papers are read by the members, and published in the Transactions of the society. The number of members is 300.

Cleveland Ironmasters' Association.—The following is a list of the members of the Cleveland Ironmasters' Association in 1873 :—

WORKS.	PROPRIETORS.	FURNACES BUILT.
Coatham,	Downey & Co.,	2
Lackenby,	Lackenby Iron Co.,	3
Eston,	Bolckow, Vaughan, & Co., Limited,	7
South Bank,	Thomas Vaughan & Co.,	6
Clay Lane,	Thomas Vaughan & Co.,	6
Cargo Fleet,	Swan, Coates, & Co.,	4
Normanby,	Jones, Dunning, & Co.,	3
Ormesby,	Cochrane & Co.,	4
Tees,	Gilkes, Wilson, Pease, & Co.,	5
Middlesborough,	Bolckow, Vaughan, & Co., Limited,	3
Tees-side,	Hopkins, Gilkes, & Co., Limited,	4
Linthorpe,	Lloyd & Co.,	6
Acklam,	Stevenson, Jaques, & Co.,	4
Ayresome,	Gjers, Mills, & Co.,	4
Newport,	B. Samuelson & Co.,	8
Clarence,	Bell Brothers, Limited,	8
Norton,	Norton Iron Co., Limited,	3
Thornaby,	W. Whitwell & Co.,	5
Tees-Bridge,	Tees-Bridge Iron Co., Limited,	2
Stockton,	Stockton Iron Furnace Co., Limited,	3
West Hartlepool,	T. Richardson & Sons,	2
Grosmont,	C. & T. Bagnall, jun.,	2
Glaisdale,	South Cleveland Ironworks Co., Limited,	3
Norton,	Norwegian Titanic Iron Co.,	2
Carlton,	N. of England Industrial Iron Co., Limited,	3
Middleton,	G. Wythes & Co.,	3
South Durham,	South Durham Iron Co., Limited,	3
Witton Park,	Bolckow, Vaughan, & Co., Limited,	5
Consett,	Consett Iron Co., Limited,	6
Wear,	Bell Brothers, Limited,	1
Jarrow,	Palmer's Iron Co., Limited,	4
Ferry Hill,	Rosedale & Ferry Hill Iron Co., Limited,	8
Elswick,	Sir W. G. Armstrong & Co.,	2
Walker,	Bell Brothers, Limited,	2
Towlaw,	Weardale Iron Co., Limited,	2
Seaham,	Watson, Kipling, & Co.,	1 *

Iron Works and Industrial Enterprises.—The following list of some of the principal industrial enterprises now carried on at Middlesborough will give a clearer impression of the occupations of that busy place than any more lengthened description :—

* Every year increases these numbers.

Acklam Ironworks are situate on the Tees, Middlesborough, and occupy a site of forty acres. They consist of four blast furnaces and several refining fires. "Acklam, Yorkshire," is the brand of their iron. The name of the firm is Stevenson, Jaques, & Co. This firm has also the Boosbeck ironstone mines, near Skelton.

Atlas Foundry, Ormesby Road.—Castings are made at this establishment up to fifteen tons each, either in loam or sand. Proprietors, M'Donald & Co.

Atlas Works.—These works are situate in Ormesby Road, and are the property of Mr. W. Bulmer, Grove Hill. Brickmaking machinery is manufactured here (most of which is patented), and any other kind of machinery required, as engines, boilers, girders, &c.

Bolckow, Vaughan, & Co. (Limited).—This is one of the largest firms of its kind in the kingdom. Its Middlesborough Ironworks are situated in the borough, and are the oldest and most extensive works in the Cleveland district; they cover something like twenty-one acres of ground between the river Tees and Vulcan Street. Within this site, when boring for water about ten years ago, a valuable deposit of salt was discovered; to get which shafts are now being put down by the company. Besides the Middlesborough Ironworks, Messrs. Bolckow, Vaughan, & Co. have large works at Witton Park, about thirty-two miles west of Middlesborough, the Cleveland Ironworks at Eston, and the Gorton Steelworks at Gorton, near Manchester. Their Cleveland ironstone royalties are being worked at their Eston mines, Chaloner mines, near Guisborough, and the North Skelton mines, near Saltburn-by-the-Sea.

Bowesfield Ironworks consist of mills for rolling iron plates and sheets, and occupy a site of twenty-five acres, situate on the Tees at Stockton, and adjoining the Stockton and Darlington branch of the North-eastern Railway.

Chemical Works.—These works, as well as those of the Middlesborough Chemical Company, are situate in Cargo Fleet Road. The acting partner is Mr. W. Jones, and the manager, Mr. J. Mitchell Steel. The works are large, and manufacture a variety of valuable chemical products.

Clarence Ironworks consist of twelve large blast furnaces, situate on the north side of the Tees, and are the property of the firm of Bell Brothers (Limited), who are also the owners of the Wear Furnace, near Washington; of the Walker Ironworks; of the South

Brancepeth, Browney, and Tursdale collieries in Durham ; and ironstone mines at Normanby, Skelton, Cliff, Huntcliff, and Carlin How.

Crewdson, Hardy, & Co., Yorkshire Tube Works.—These works are situated at Cargo Fleet, near to the dock, and parallel with the North-eastern Railway, from which there is a siding. The buildings consist of a mill 140 feet long by 120 feet wide, covered by three span roofs, with a smiths' shop and fitting shop, each 100 feet long. Tubes are manufactured here of wrought iron for gas, steam, water, and hydraulic purposes, with all descriptions of fittings for the same. The managing partners are Mr. E. Crewdson, jun., Coatham ; and Mr. W. H. Hardy, Middlesborough.

Fox, Head, & Co., Newport Rolling Mills.—These works are situated about half way between Middlesborough and Newport, between the river and the railway. They occupy about twenty-two acres, and comprise forty puddling and fourteen other furnaces. They are engaged in the manufacture of boiler, bridge, and ship plates, wire billets, and puddle bars. The manufacture of a non-conducting material for boilers and steam pipes, for which the firm holds a patent, is also carried on. The works were commenced in 1863, and now employ about 550 hands. The partners are Mr. Theodore Fox, of Pinchinthorpe House, near Guisborough ; Mr. Jeremiah Head, of Coatham, Redcar ; and Mr. Charles M. Newcomen, of Kirkleatham Hall, near Redcar.

Gjers, Milis, & Co., Ayresome Ironworks, Middlesborough, are makers of pig-iron. Their works are situated in the West Marsh, between Newport and Middlesborough, and comprise four blast furnaces, on a site of thirty-two acres of land, with a frontage to the river of 330 yards, convenient wharves, &c. Mr. John Gjers, of Southfield Villas, Middlesborough, is the managing partner.

Hjerleid & Spence, Marsh Road Engine-works.—These works, situated between Cargo Fleet and Middlesborough, consist of foundries, fitting shops, and boiler and bridge yard. Speciality, Dank's Patent Puddling Furnace. The partners are Mr. S. Hjerleid, Redcar, and Mr. M. Spence, Coatham.

Hopkins, Gilkes, & Co. (Limited), iron manufacturers and engineers, Tees-side Ironworks, and Tees Engine-works.—These works consist of several blast furnaces, with puddling forges and rolling mills capable of producing 1200 tons per week of rails and finished iron. There are also extensive engineering works for building locomotive and other engines, bridge and girder work, and foundries

for pipes and general castings. This firm was the first in England to adopt the Dank's Rotary Puddling Furnace, and at the engine-works of this establishment the Dank's furnace, engines, squeezer, and all the machinery connected with the furnace, are made for the trade.

Jackson, Gill, & Co. (Limited), Imperial Ironworks, near Middlesborough.—These works were erected in the spring of 1871, and are situate near the Eston Station, on the North-eastern Railway (Stockton and Darlington section). They comprise puddling mills, capable of making 20,000 tons of puddled bars per annum, and also finishing mills for the manufacture of general merchant iron. Managing director, Mr. Thomas Gill, of Middlesborough.

Jones Brothers & Co., Ayrton Rolling Mills, Cut Nails, and Washer Works.—These works are situate in the Marsh, Newport, and consist of puddling furnaces and mills to roll plates, sheets, bars, and wire billets, and occupy five acres of land. Here are also manufactured every description of cut nails and iron washers. Managing partner, Mr. J. A. Jones.

Jones, Dunning, & Co., Normanby Ironworks.—These works comprise three blast furnaces, and are situated near Cargo Fleet, with good river frontage and convenient wharves. One peculiar feature of these works is the adoption of the steam ram lift, for both lifting the trucks from the ground to the top of the bunkers (each truck weighing about fifteen tons), and also to the furnaces for lifting the material (about five tons each time) in barrows from the ground line to the top of the furnaces, a total height of seventy-five feet. The ram in both cases is sunk in a jacketed cylinder in the ground. From the peculiar construction of its furnaces, this firm is enabled to work with forty or fifty per cent. of *raw* stone instead of using calcined, which is the rule in other parts of the district.

North Yorkshire Iron Co. (Limited).—This company has works at Stockton for the manufacture of iron rails for permanent ways. Mr. Dodds, M.P., is chairman; Mr. Joseph Richardson, vice-chairman; Mr. John Stevenson, managing director of the company.

B. Samuelson & Co., Newport Ironworks.—These works are situate at Newport, near Middlesborough. They comprise eight blast furnaces, and a refinery with all needful adjuncts. Three of the furnaces have been recently erected, and are of the largest and most modern description. The site, of forty-two acres, has a frontage of three quarters of a mile to the river Tees. There is a

wharf of 400 feet in length, at which steamers regularly load cargoes of 1000 and 1200 tons. The firm is Mr. B. Samuelson, M.P. for Banbury, and Mr. W. Hanson, of Middlesborough, managing partner. Offices on the works.

Swan, Coates, & Co., Cargo Fleet Ironworks, near Middlesborough.—These works consist of four blast furnaces, on a site of forty-four acres, with a foreshore of nearly forty acres, on which they have recently erected a jetty for the shipment of iron, &c. The works are situated near to Cargo Fleet station on the Stockton and Darlington Railway, about one mile from Middlesborough. They also own and work Ormesby ironstone mines and Whitecliffe ironstone mines, the latter recently purchased from the North Cleveland Ironstone Company (Limited). Managing partner, Mr. J. G. Swan.

In addition to the above, many important works are erected, or in course of erection; and the trade of Middlesborough, large as it is already, is thus only in its infancy. It is now, however, decidedly the largest of its kind in the United Kingdom. We have given the names as supplied to us, but every year makes numerous changes.

DATES OF THE PRINCIPAL EVENTS CONNECTED WITH THE HISTORY OF MIDDLESBOROUGH.

The history of Middlesborough as a town and borough belongs entirely to the present century, the population having amounted to not more than twenty-six persons in the year 1801, and the progress of the following decennial periods having been as under:—

	Persons.		Persons.
1811,	35	1851,	7,895
1821,	40	1861,	18,273
1831,	383	1871 (in the municipal borough), . .	39,563
1841,	5,709	1871 (in the parliamentary borough),	46,621

The dates of all the principal events marking the rapid progress of Middlesborough are given on pages 571 and 572.

NOTICE OF THE BOROUGH OF STOCKTON-ON-TEES.

MUCH the larger portion of the flourishing railway centre and port of Stockton-on-Tees is situated in the county of Durham, and its history belongs to that county. Stockton was created a parliamentary borough by the Reform Act of 1867, and South Stockton was included within the boundary for parliamentary purposes. The first member was Mr. Joseph Dodds, and he was re-elected in 1874. South Stockton, which is on the Yorkshire side of the river, owes its rise, like Middlesborough, mainly to the development of the Cleveland iron trade, having direct communication with Cleveland by the Stokesley and Whitby branch of the North-eastern system. It is the seat of several extensive ironworks and shipbuilding yards, and promises to become one of the most important towns on the Tees. In 1871 South Stockton contained a population of 6764 persons, and a local board, whilst the population of the whole parliamentary borough was 37,612 persons.*

Rise of the Trade of Stockton.—It is through the Stockton and Darlington Railway that the great iron district of Cleveland in Yorkshire, producing, according to the last official return, upwards of 5,000,000 tons of iron ore and nearly 1,200,000 tons of iron, was brought into connection with the great coal-field of South Durham, which produced in 1873 the enormous quantity of 17,436,045 tons of coal. Of this immense supply a large portion furnished the fuel with which the iron ores of Cleveland were smelted and converted into pig iron. The Stockton and Darlington Railway, constructed by George Stephenson, and opened about the year 1825-26, was the commencement of that wonderful railway system out of which has grown some 16,000 miles of railway in the United Kingdom; probably ten times that amount in other countries of the world, and which is now spreading far and wide through every country possessed of a settled government, and of even moderate intelligence amongst its people, promising ultimately to become the only considerable method of carrying passengers and transporting goods by land. Well has this line realized the expectations expressed by one of the historians of Yorkshire in the year 1831, who then observed—"The new iron railway from Stockton

* Index to Population Tables, Census, 1871, p. 735.

to Darlington, and from thence to the collieries near Auckland, passes within a mile of Yarm, and a branch is completed from the main line, to bring coals, lime, &c., down nearly to the bridge, which promises great advantages." These anticipations have indeed been amply fulfilled, and one result of their fulfilment has been to raise Stockton-on-Tees to the position of a large parliamentary and municipal borough. The result has also been to establish the engine and machine making trade at Stockton to so great an extent as to give employment in 1871 to no less than 1579 skilful workmen engaged in the engine and machine manufacture, in addition to 822 workmen, equally skilful, employed as shipwrights in the building-yards of that town and port.

In our description of the river Tees and of its salmon fishery in the first volume of this work* we have mentioned, that at Yarm the Tees is crossed by the North-eastern Railway running almost due north to Stockton. At Stockton, which stands on the north side of the river, the Tees is navigable for large vessels, and continues so down to its mouth, entering the sea at Middlesborough. With regard to the salmon fishery of the river Tees we have already mentioned that it is the most productive of the river fisheries of Yorkshire, and is scarcely surpassed by any other salmon river in England.

We have mentioned the above facts with regard to the origin of the Stockton and Darlington Railway and its wonderful influence—local and national—with the more interest, from having lived on terms of intimacy and friendship with George Stephenson, at the time when he had just completed it, and was engaged in carrying out the still grander work of the Manchester and Liverpool Railway; and from having also had the very great pleasure of living for upwards of four years, in almost daily communication either with him or with his son, Robert Stephenson, with Joseph Locke, or with others of that admirable school of civil engineers, of which George Stephenson was the founder.

* Yorkshire: Past and Present, vol. i. p. 263.

CHAPTER XIII.

THE WEST RIDING OF YORKSHIRE, WITH ITS PARLIAMENTARY
DIVISIONS AND WAPENTAKES OR HUNDREDS.

HAVING traced the history of the principal cities and parliamentary and municipal boroughs of Yorkshire, including the capital city of York, the great manufacturing towns, and the seaports and watering places of the county, we proceed to give a general sketch of each of the three Ridings, of the parliamentary divisions, and of the wapentakes or hundreds, out of which they are formed.

Cities, Towns, and Urban Districts of Yorkshire.—Much the larger portion of the county of York is now divided, for the purposes of local government, either into municipal boroughs or into local board districts. The following table, taken from the Census returns for the year 1871, shows the population both of the municipal boroughs and of the local board districts of each of the three Ridings, as ascertained at that time. This census formed the eighth national enumeration of the people made in the present century; the first having been made in the year 1801.

POPULATION OF THE MUNICIPAL BOROUGHS AND LOCAL BOARD DISTRICTS OF YORKSHIRE
AT THE CENSUS OF 1871, ARRANGED ACCORDING TO THE NUMBERS OF THE
POPULATION IN EACH.*

	Population in 1871.		Population in 1871.		Population in 1871.
WEST RIDING—		Doncaster, M.B.,	18,768	Ripon, M.B.,	6,806
Leeds, M.B.,	259,212	North Bierley, L.B.,	14,433	Cleckheaton, L.B.,	6,583
Sheffield, M.B.,	239,946	Shipley, L.B.,	11,757	Todmorden, part of, L.B.,	6,547
Bradford, M.B.,	145,830	Morley, L.B.,	9,607	Elland, L.B.,	6,432
Huddersfield, M.B.,	70,253	Ossett - with - Gaw -		Brighouse, L.B.,	6,370
Halifax, M.B.,	65,510	thorpe, L.B.,	9,190	Castleford, L.B.,	6,268
York, M.B.,	43,796	Bingley, L.B.,	9,062	Idle, L.B.,	6,253
Wakefield, M.B.,	28,069	Heckmondwike, L.B.,	8,300	Selby, L.B.,	6,193
Rotherham, M.B.,	25,892	Goole, Town, . . .	7,680	Sowerby, L.B.,	6,079
Dewsbury, M.B.,	24,764	Ovenden, L.B.,	7,371	Birstal, L.B.,	6,044
Barnsley, M.B.,	23,021	Sowerby Bridge, L.B.,	7,041	Skipton, L.B.,	6,042
Batley, M.B.,	20,871	Rawmarsh, L.B.,	6,869	Golcar, L.B.,	6,033
Keighley, L.B.,	19,775	Harrogate, L.B.,	6,843	Queensbury, L.B.,	6,012

* Census of England and Wales, 1871, vol. iv. pp. 29 and 30.

POPULATION OF THE MUNICIPAL BOROUGHES, &c.—*Continued.*

Population in 1871.	Population in 1871.	Population in 1871.
Rastrick, L.B., . . . 5,896	Ravensthorpe, L.B., . . 2,910	Hoyland Swaine, L.B., 706
Otley, L.B., . . . 5,855	Allerton, L.B., . . . 2,906	Marsden in - Hudders-
Windhill, L.B., . . . 5,783	Haworth, L.B., . . . 2,884	field, L.B., 692
Oakworth, L.B., . . . 5,683	Birkenshaw, L.B., . . . 2,833	Farnley Tyas, L.B., . . 601
Thornton, L.B., . . . 5,674	Slaithwaite, L.B., . . . 2,781	Askern, L.B., 457
Eccleshill, L.B., . . . 5,622	Dodworth, L.B., . . . 2,747	Gunthwaite and Ing-
Pontefract, M.B., . . . 5,350	Silsden, L.B., . . . 2,714	birchworth, L.B., . . . 386
Thornhill, L.B., . . . 5,285	Kirkheaton, L.B., . . . 2,646	Bilborough, L.B., . . . 207
Yeadon, L.B., . . . 5,246	Thurlstone, L.B., . . . 2,639	Crowle, part of, L.B., . . 25
Knarborough & Ten-	Thorne, Town, . . . 2,618	
tergate, Impt. D., . . 5,205	Ilkley, L.B., 2,511	EAST RIDING—
Darton, L.B., . . . 5,197	Tadcaster, Town, . . . 2,443	Kingston - upon - Hull,
Linthwaite, L.B., . . . 5,047	Upperthong, L.B., . . . 2,419	M.B., 121,892
Wombwell, L.B., . . . 5,009	Oxenhope, L.B., . . . 2,328	Beverley, M.B., . . . 10,218
Nether Soothill, L.B., 4,927	Burley, L.B., 2,271	Bridlington, L.B., . . . 6,203
Honley, L.B., . . . 4,906	Wath-upon-Deane, L.B., 2,142	Great Driffield, Town, 5,067
Baildon, L.B., . . . 4,784	Hipperholme, L.B., . . 2,130	Cottingham, L.B., . . . 4,010
Wooldale, L.B., . . . 4,454	Marsden - in - Almond-	Malton, part of, L.B., . . 3,170
Drighlington, L.B., . 4,388	bury, L.B., 2,119	Pocklington, Town, . . 2,622
Mexborough, L.B., . . 4,316	Monk Bretton, L.B., . . 2,090	Howden, Town, 2,315
Meltham, L.B., . . . 4,229	Barkisland, L.B., . . . 2,056	Filey, part of, L.B., . . 2,257
Greetland, L.B., . . . 4,114	Fulstone, L.B., 2,052	Hornsea, L.B., 1,685
Clayton, L.B., . . . 4,074	Cartworth, L.B., . . . 1,930	Hedon, M.B., 996
Longwood, L.B., . . . 4,055	Heaton, L.B., 1,929	Wallingfen, L.B., . . . 317
Knottingley, Town, . 4,039	Tickhill, L.B., 1,844	
Horbury, L.B., . . . 3,977	Shelley, L.B., 1,751	NORTH RIDING—
Hebden Bridge, L.B., . 3,894	Denby, L.B., 1,637	Middlesborough, M.B., 39,563
Farsley, L.B., . . . 3,829	Penistone, L.B., . . . 1,549	Scarborough, M.B., . . 24,259
Tong Street, L.B., . . 3,740	Austonley, L.B., . . . 1,535	Whitby, L.B., 12,460
North Owwam, L.B., . 3,725	West Clayton, L.B., . . 1,531	South Stockton, L.B., . . 6,764
Upper Soothill, L.B., . 3,469	Shepley, L.B., 1,507	Guisborough, L.B., . . . 5,202
Denholme Gate, L.B., . 3,469	Cumberworth & Cum-	Malton, part of, L.B., . . 4,998
Mossley, part of, L.B., 3,462	berworth-Half, L.B., . . 1,461	Richmond, M.B., . . . 4,443
Kirkburton, L.B., . . . 3,442	Emley, L.B., 1,275	Ormesby, L.B., 4,080
Quickmere, L.B., . . . 3,358	Bolton, L.B., 1,271	Pickering, L.B., . . . 3,689
Whitwood, L.B., . . . 3,342	Upper Mill, L.B., . . . 1,235	Normanby, L.B., . . . 3,556
Warley, L.B., . . . 3,341	Rishworth, L.B., . . . 1,143	Thirsk, Town, 3,040
Soyland, L.B., . . . 3,264	Flocton, L.B., 1,116	Northallerton, L.B., . . 2,663
Calverley, L.B., . . . 3,195	Hepworth, L.B., . . . 1,111	Hinderwell, L.B., . . . 2,599
Guiseley, L.B., . . . 3,185	Cornholme, part of, L.B., 1,105	Skelton - in - Cleveland,
Wilsden, L.B., . . . 3,127	Netherthong, L.B., . . . 1,092	L.B., 2,561
Shelf, L.B., 3,091	Thurstonland, L.B., . . 1,001	Masham, L.B., 2,209
South Owwam, L.B., . 3,091	Scholes, L.B., 995	Redcar, L.B., 1,943
Midgley, L.B., . . . 3,065	Upper Whitly, L.B., . . . 882	Baldersby, L.B., 296
Luddenden Foot, L.B., 2,968	Scammonden, L.B., . . . 803	Kirklington-cum-Ups-
Skelmanthorpe, L.B., . 2,953	Holme, L.B., 724	land, L.B., 292
		Filey, part of, L.B., . . . 10

The Population of the West Riding.—The population of the West Riding in 1871 amounted to 1,874,611 persons, of whom

924,175 were males, and 950,436 females. The average number of persons to each acre of land in the West Riding was then 1·06; the average amount of land to each person was less than one acre, amounting to not more than 0·94. The number of inhabited houses in the West Riding was 391,949; of uninhabited houses, 21,831; and of houses building, 4804. The following figures show the amount of the population at each Census taken between the years 1801 and 1871. In 1801 the population of the West Riding amounted to not more than 589,014 persons; in 1811, to 681,974; in 1821, to 831,074. In 1831 the population had just passed one million, having risen to 1,010,869; in 1841, to 1,192,422; in 1851, to 1,361,798; in 1861, to 1,548,229; and at the Census of 1871 to not less than 1,874,611. Thus the actual increase of the population in the first ten years of the present century was 92,960; in the second, 149,100; in the third, 179,795; in the fourth, 181,553; in the fifth, 169,376; in the sixth, 186,431; and in 1871, the previously unparalleled number of 326,382.*

The Parliamentary Divisions, Wapentakes, Cities, and Boroughs of the West Riding.—Yorkshire has from an early period been divided into three Ridings (trithings, tridings, or third parts), each of which has a lord lieutenant. Each Riding has a commission of the peace, and a separate court of quarter sessions. The West Riding comprises nine wapentakes, the city of Ripon, the municipal boroughs of Bradford, Doncaster, Halifax, Leeds, Pontefract, Sheffield, and Wakefield, and also the boroughs of Dewsbury, incorporated in 1862; Batley and Huddersfield, both incorporated in 1868; Barnsley, incorporated in 1869; and Rotherham, incorporated in 1871. The West Riding is divided into twenty-five petty sessional divisions. The city of York (a county of itself), the boroughs of Doncaster, Leeds, and Pontefract, and the liberty of Ripon (including the city), have commissions of the peace and separate courts of quarter sessions; and the boroughs of Batley, Bradford, Dewsbury, Halifax, Huddersfield, Sheffield, and Wakefield have also commissions of the peace. The West Riding contains thirteen lieutenantancy subdivisions, which with some exceptions noticed are generally identical with the wapentakes. For parliamentary purposes it is divided into three divisions: the Eastern division, including the city of Ripon and the boroughs of Knaresborough, Leeds, and Pontefract; the Northern division, including

* Census, 1871, vol. i. pp. 436, 437.

the boroughs of Bradford and Halifax; and the Southern division, including the boroughs of Dewsbury, Huddersfield, Sheffield, and Wakefield. The liberty and the borough of Ripon are not included in the West Riding for the purposes of the county rate, but are rated separately. For police purposes the West Riding is divided into twenty-one divisions. The cities of Ripon and York, and all the municipal boroughs of the West Riding, with the exception of Barnsley, Batley, and Rotherham, have their own police. The county contains twenty highway districts, sixteen of which are in the North Riding and four in the West. The West Riding contains 121 local board districts, and the boroughs of Huddersfield and Pontefract, as also the towns of Bingley and Knaresborough-with-Tentergate have improvement commissions. The ancient parishes of Yorkshire are large, and are divided into townships. The West Riding contains 724 civil parishes, townships, or places, and parts of six other townships, namely, Lower Dunsforth, Upper Dunsforth, Humberton, and Milby, which extend into the North Riding; part of the township of Crowle, which extends into Lincolnshire; and part of the township of Aukley which extends into Nottinghamshire. The registration county of York comprises 58 superintendent registrars' districts, beginning with Sedbergh and ending with Richmond, and 242 registrars' sub-districts. There are 33 of the former and 151 of the latter in the West Riding. The superintendent registrars' districts are almost identical with the Poor Law Unions, except that of Bradford, which comprises the Union of Bradford and North Bierley, and the district of Wortley comprises the unions of Penistone and Wortley.*

The Parliamentary Divisions of the West Riding.—The West Riding now returns six county members to Parliament, namely, two for each of the three divisions. The divisions are as follows:—

EASTERN DIVISION—			
	Area in Acres.		Population in 1871.
Barkston Ash (wapentake),	91,362	...	27,887
Claro (wapentake),	266,737	...	49,827
Leeds (borough),	21,572	...	259,212
Morley, part of (wapentake),	24,254	...	83,587
Osgoldcross (wapentake),	111,970	...	43,100
Pontefract (borough),	1,881	...	5,350
Ripon (city),	1,580	...	6,806
Skyrack (wapentake),	94,725	...	70,842

* Census of England and Wales, 1871, vol. i. pp. 435-436.

NORTHERN DIVISION—

	Area in Acres.		Population in 1871.
Staincliffe and Ewcross (wapentakes),	456,072	...	86,185
Morley, part of (wapentake),	108,430	...	182,429
Halifax (borough),	3,704	...	65,510
Bradford (borough),	6,508	...	145,830

SOUTHERN DIVISION—

Agbrigg (wapentake),	145,927	...	188,004
Barnsley (borough),	2,386	...	23,021
Batley (borough),	2,039	...	20,871
Dewsbury (borough),	1,468	...	24,764
Doncaster (borough),	1,691	...	18,768
Huddersfield (borough),	10,498	...	70,253
Rotherham (borough),	5,031	...	25,087
Sheffield (borough),	19,651	...	239,946
Staincross (wapentake)	82,576	...	44,965
Strafforth and Tickhill (wapentakes),	254,810	...	111,058
Wakefield (borough),	1,517	...	28,069 *

The Lieutenancy Subdivisions.—The West Riding was thus divided for lieutenancy purposes in 1871, that is, for purposes of national defence and for financial administration :—

	Area in Acres.		Population in 1871.
Agbrigg, Lower,	72,458	...	174,372
“ Upper,	88,991	...	157,589
Barkston Ash,	91,362	...	27,887
Claro,	268,317	...	56,633
Morley,	142,896	...	477,356
Osgoldcross,	113,851	...	48,450
Skirack and borough of Leeds,	116,297	...	330,054
Staincliffe, East,	168,090	...	60,067
Staincliffe, West, and Ewcross,	287,982	...	26,118
Staincross,	84,962	...	67,986
Strafforth and Tickhill, Lower,	120,150	...	46,887
“ “ “ Upper,	161,033	...	347,972
York City and Ainsty,	53,970	...	53,240 †

Municipal Boroughs, Area, and Population in 1861 and 1871.—

The following were the areas and population of the municipal boroughs of the West Riding, including those which do not return members to Parliament :—

	Area in Acres.		Population in 1861.		Population in 1871.
Barnsley,	2,386	...	17,890	...	23,021
Batley,	2,039	...	14,173	...	20,871
Bradford,	6,508	...	106,218	...	145,830
Dewsbury,	1,468	...	18,148	...	24,764
Doncaster,	1,691	...	16,406	...	18,768
Halifax,	3,704	...	37,014	...	65,510
Huddersfield,	10,498	...	34,877	...	70,253
Leeds,	21,572	...	207,165	...	259,212

* Census, 1871, vol. i. p. 440.

† Ibid. p. 443.

	Area in Acres.		Population in 1861.		Population in 1871.
Pontefract,	1,881	...	5,346	...	5,350
Ripon, city,	1,580	...	6,172	...	6,806
Rotherham,	5,031	...	19,000	..	25,087
Sheffield,	19,651	...	185,172	...	239,946
Wakefield,	1,517	...	23,350	...	28,069
York, city,	1,979	..	40,433	...	43,796 *

THE NORTHERN DIVISION OF THE WEST RIDING.

The present divisions of the West Riding, though so recent as the Reform Act of 1868, are founded on the ancient wapentakes, or military districts, which are so old that no one knows when they first commenced, though the probability is that it was at least a thousand years ago. We first, as most convenient, describe the Northern Parliamentary Division of the West Riding, and shall take the others in succession.

The Wapentake or Hundred of Ewcross in the West Riding.—We commence at the north-western point of the West Riding, amongst the mountains of the Pennine chain, and proceed east and southward towards the valley of the Ouse and the estuary of the Humber. At the extreme north-western point of the West Riding, amongst the lofty heights forming the Backbone of England, is the Yorkshire wapentake, or hundred, of Ewcross, a district evidently named by the Angles or Anglo-Saxons in very remote ages, and apparently so called from some tradition respecting a ewe and a cross, the origin of which is now forgotten. This district contains three of the highest mountains in England, and everywhere presents a mountainous aspect, except in a few narrow valleys. The rivers of Ewcross generally join either the Lune or the Ribble, and flow into that great gulf of the Atlantic Ocean, known as the Irish Sea. A sketch of the source and of the progress of the beautiful river Ribble, which flows through the Ewcross and Staincliffe wapentakes, and of its valuable and interesting salmon fishery, will be found in our account of the rivers of Yorkshire, vol. i. p. 251. A sweet short herbage, fit for the grazing of sheep is the principal product of this district, and the occupations of the people chiefly relate to sheep and cattle. Down to the commencement of the present century there were few roads or means of access or conveyance, either for travellers or goods, in this remote district; but the modern spirit of railway enterprise in England has now extended to it fully, and a great line of railway

* Census, 1871, vol. i. p. 447.

is in course of construction through the district, which will place it on a new and central line of railway communication, extending from Settle to Carlisle and Scotland northward, and southward, through Yorkshire and Lancashire, to London and all parts of England.

Area of the Wapentake of Ewecross and its Parishes.—According to the Ordnance Survey and Index, the wapentake of Ewecross extends over an area of 129,480 statute acres, and contains only five parishes. The parishes are:—

	Area in Acres.		Area in Acres.
Bentham,	25,219	Sedbergh,	52,665
Clapham,	25,298	Thornton-in-Lonsdale,	9,040
Horton-in-Ribblesdale,	17,256		
			129,480*

It will be seen that these parishes are of unusual magnitude. They were probably formed soon after the introduction of Christianity into this part of England in the seventh or eighth century, when this mountainous region was so wild and inaccessible that an ancient Anglian missionary, mentioned by the Venerable Bede, who ascended the valley of the Wharfe to the borders of Craven, reported that he had been unable to proceed any further westward, but that he had learnt that there were small tribes of Anglian Christians even among the mountains, although no bishop had been able to make a visitation among them for a long course of years.

Ingleborough belongs to the Ewcross wapentake. The mountain limestone, here forming part of the western boundary of Yorkshire, rises in large masses, and reaches on Ingleborough to a height of 2361 feet above the level of the sea, while on Whernside it rises 2384 feet. Ewcross contains the highest elevation of land in Yorkshire, excepting that of Micklefell in the North Riding, which rises to the height of 2581 feet. The elevated dales known as Kingsdale, Chapel-le-Dale, and part of Dent Dale, are in or near this district. Ingleborough, the great object of the landscape, is a mass of mountain limestone, and when seen from Ingleton, on its western slope, rises grandly, crowned with a battlement of millstone-grit. Its summit is a level of considerable area, and shows the remains of what is believed to have been a hill fortress or camp of the Britons. In its inclosed area are seen "nineteen horse-shoe-shaped low wall foundations, about thirty

* We have omitted the roods and perches, which may slightly affect the result of the additions. We have also in general followed the spelling contained in the Index to the Ordnance Survey.

feet in diameter, each having only one opening, which is always on the side looking toward the south-east;" perhaps because the strongest winds blow commonly here from the north-west, or possibly because the south-east was the point most likely to be attacked by their Anglian or Teutonic enemies, who were fighting their way to the north-west, after having conquered the more level parts of the kingdom of Northumbria, which then included our present Yorkshire. The view from this summit is confined on the east by Penygvent and by high fells on the north, but is extensive on the west, where it looks over the winding shores of Morecambe Bay. Whernside has not such a well-marked or striking outline as Ingleborough or Penygvent. It frowns over Dent Dale, where black marble is quarried, and where Adam Sedgwick, the geologist, was born.

Of all the natural features of this mountainous district its caverns, in the mountain limestone rock, are the most remarkable. At Ingleton, we are in the neighbourhood of Ingleborough and Chapel-le-Dale, leading to Weathercote Cave. Amongst the caverns of Ewcross, Clapham Cave, on the east side of Ingleborough, is the largest hitherto discovered, and—thanks to the care of Mr. Farrar of Ingleborough Hall, who is lord of the manor there—the fine stalactites and stalagmites with which the cave abounds have been carefully preserved. This cave is nearly half a mile long. That part known as the New Cave, discovered in 1837, is very beautiful, especially in the Pillar Hall and the Giant's Hall.

The Minerals of the Ewcross Wapentake.—This mountainous district contains immense quantities of minerals of the older formations, with large beds of mountain limestone inclosing a few veins of lead and copper. There are also two places in which coal, the grand promoter of modern industry, has been discovered in this district. It is stated in the official return of the Mineral Statistics of the United Kingdom (page 222), published in October, 1874, that there are two coal mines at work here; one the Greta Main at Burton-in-Lonsdale, owned by Mr. Levi Towler, and the other at Ingleton, owned by Mr. W. Bracewell. Should this invaluable mineral be found on a larger scale, it would produce an immense influence both on the industry and the population of the district.

Progress of Population in the Ewcross District.—We have shown at the commencement of this chapter how rapid has been the

increase of population in the West Riding as a whole, during the present century. But the rate of increase has varied greatly in every district in the Riding, having been always dependent on the amount of profitable employment for capital and industry furnished by the resources of the particular district. In the mountainous and pastoral region of Sedbergh, which includes a considerable part of the Ewcross wapentake, the population at the census made at the beginning of the present century, in 1801, amounted to 3983, whilst at the census made in the year 1871 it amounted to 4990. During the last ten years, that is, from 1861 to 1871, the population increased from 4391 persons to 4990, giving an increase in that ten years of 599 persons. The Sedbergh registrar's district is divided into three sub-districts, namely:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Sedbergh,	19,603	...	2,346	...	1,983
2. Garsdale,	12,172	...	618	...	911
3. Dent,	20,890	...	1,427	...	2,096

The commissioners for taking the census, in some cases, but not in all, give reasons, no doubt ascertained on the spot, for the increase or decrease of population in particular sub-districts or parishes. Thus, they state in this case that the decrease of population in the township of Sedbergh during the last ten years is attributed to the departure of labourers, who in 1861 were employed in constructing a railway since finished. The increase of population in the townships of Garsdale and Dent is attributed to the presence of a number of labourers employed in the construction of a railway from Settle to Carlisle.*

The Towns of the District.—The towns of this district are of course small and few. Sedbergh is a market town, situate one mile from the Sedbergh station on the Lancaster and Carlisle Railway, and ten miles east of Kendal. Its boundaries lie at the extreme north of the West Riding. The church is dedicated to St. Andrew, and is a stone structure of considerable age, in the Norman style. Dent is a township and chapelry, situate in Dent Dale, entirely surrounded by high mountains. Thornton-in-Lonsdale is at the head of the river Greta.

The Wapentake of Staincliffe.—The wapentake or hundred of Staincliffe, generally known as the district of Craven, is of great extent, and is no doubt named Staincliffe from the lofty cliffs

* Census, 1871, vol. ii. p. 430.

which are found at so many points amongst the mountain limestone formation. The origin of the name of Craven, which was used before the Norman Conquest, is rather uncertain; but we believe that it is derived from the old Saxon word "scraven," meaning a cave or caves—the caves of Craven and Ewcross forming the most remarkable of the many natural beauties of this interesting district. Its chief wealth is derived from its rich and beautiful pastures, which feed large flocks of sheep and cattle, almost as light and beautiful as the deer and wild cattle that grazed amongst them down to very recent times. An account of the cattle, the pastures, and the agriculture of Craven, as well as that of the various districts of the West Riding, will be found in the first volume of this work, pp. 85–95.

The Rivers of Craven.—Three fine rivers, the Wharfe, the Aire, and the Ribble, either rise in the district of Craven or flow through its fertile valleys. We have already described these rivers in the first volume of this work, pp. 230–254, and it is only necessary here to say that the motive force supplied by these streams, which rise at a height of about 1000 feet above the sea, and flow down to it with a winding course through the manufacturing districts of Yorkshire and North Lancashire, has been amongst the principal causes of the prosperity of those districts.

Area of the Wapentake of Staincliffe and its Parishes.—The area of this wapentake is stated in the Ordnance Survey to be 326,591 acres. The wapentake contains the following parishes:—

Area in Acres.		Area in Acres.	
Addingham, part of,	3,197	Kirkby-Malhamdale,	23,777
Arncliffe,	34,078	Linton,	13,234
Barnoldswick,	6,306	Long Preston,	13,557
Bolton-by-Bowland,	5,941	Marton in Craven,	2,804
Bracewell,	2,024	Mitton,	13,331
Broughton,	4,148	Sawley, ex. par.,	2,103
Browsholme, ex. par.,	1,751	Skipton, part of,	24,789
Burnsall,	30,615	Slaidburn,	40,000
Carlton,	5,257	Slaidburn Flatts, ex. par.,	32
Gargrave,	11,667	St. John of Jerusalem's Hill, ex. par., 2 roods	
Giggleswick,	18,498	Thornton in Craven,	5,434
Gisburn,	18,129	Tosside, ex. par.,	1,112
Keighley,	10,132	Whalley,	3,713
Kettlewell,	8,412		
Kildwick,	22,536	Total,	326,591

The Craven Fault of the Geologists.—Of the "scars" or "scaurs," as escarpments of rock on the side of hills are here called, the great

"Craven Fault" (or displacement of strata) from east to west, presents the most remarkable examples in Malham Cove, where the river Aire takes its rise, and in Giggleswick Scar—the former almost 300 feet high and hollowed out like a segment of a vast amphitheatre; the latter forming part of a stupendous wall of limestone rocks, extending over the whole district. Of Malham Cove the poet Gray, who was one of the first tourists able to appreciate the scenery of Craven, says: "I stayed there, not without shuddering, a quarter of an hour, and thought my trouble richly repaid, for the impression will last for life." The "chasm" is the termination of a narrow glen, known as Gordale, through which a stream flows from the east of Malham Tarn. At the chasm the water has burst through a ridge of limestone, and comes down into Malhamdale in two falls, with a short rapid between them. The overhanging walls of limestone are more than 300 feet high. In times of flood, when the fall is heavy and loud-roaring, or in winter's moonlight, when the cascade is frozen, Gordale Scar is a most impressive place. About the middle of the fine range of Giggleswick Scar, which skirts the road for nearly two miles from Giggleswick to Clapham, and close to the roadside, is situate the celebrated well, whose waters frequently ebb and flow, although at thirty miles' distance from the sea. The times of ebbing and flowing vary, being considerably influenced by the wetness or dryness of the season. A curved or siphon-like subterranean passage and variable pressure on the water are sufficient, it is thought, to account for this phenomenon, from which Giggleswick has probably derived its name, for "gugglian" in the Anglo-Saxon means to bubble forth; others derive the name from "geiselwick," meaning the camp of the spring, in the Anglian language.

The Boy of Egremont—At the Norman Conquest thirty manors in Craven were given by the Conqueror to Ernest de Berun, the ancestor of the Byron family; but these were soon lost by the invasion of a Scottish army, from the earldom of Cumberland, which earldom then came up to the borders of this part of Yorkshire, and frequently involved it in border warfare. As Dr. T. D. Whitaker says, in his history of Craven, "In the twelfth century William Fitz-Duncan" (earl of Cumberland) "laid waste the valleys of Craven with fire and sword; and was afterwards established there by his uncle David, king of Scotland. He" (William) "was

the last of the race ; his son, commonly called the Boy of Egremond, perishing before him in the narrow and irresistible torrent of the river Wharfe, known as the Strid ; when a priory was removed from Embsay to Bolton, that it might be as near as possible to the place where the accident happened. The mother's answer, as given in the first stanza, is to this day often repeated in Wharfedale." This sad event has been the subject of more than one fine poem, of which the following, by Rogers, is perhaps the best :—

"Say what remains when hope has fled ?
She answered, 'Endless weeping !'
For in the herdsman's eye she read
Who in his shroud lay sleeping.

At Embsay rung the matin-bell,
The stag was raised on Barden-fell,
The mingled sounds were swelling, dying,
And down the Wharfe a hern was flying ;
When near the cabin in the wood,
In tartan clad and forest green,
With hound in leash, and hawk in hood,
The Boy of Egremond was seen.
Blithe was his song, a song of yore ;
But where the rock is rent in two,
And the river rushes through,
His voice was heard no more !
'Twas but a step ! the gulf he passed ;
But that step—it was his last !
As through the mist he winged his way,
(A cloud that hovers night and day),

The hound hung back, and back he drew
The master and the merlin too.

That narrow place of noise and strife
Received their little all of Life !

There now the matin-bell is rung ;
The 'Miserere' duly sung ;
And holy men in cowl and hood
Are wandering up and down the wood.
But what avail they ? Ruthless lord,
Thou didst not shudder when the sword
Here on the young its fury spent,
The helpless and the innocent.
Sit now and answer groan for groan,
The child before thee is thy own.
And she who wildly wanders there,
The mother in her long despair,
Shall oft remind thee, waking, sleeping,
Of those who by the Wharfe were weeping ;
Of those who could not be consoled
When red with blood the river rolled."

A sketch of Bolton Priory (generally named Bolton Abbey), chiefly from the graceful pen of Dr. T. D. Whitaker, will be found in the account of the river Wharfe and its scenery, already given.*

Skipton (or Skipton in Craven).—This old town, of which the most striking features are the long street of weather-stained houses (mostly built of millstone grit), the castle, and the church, has always been regarded as "the capital of Craven." It was the residence of the Cliffords, who so long ruled as lords of this fine district, and passed by marriage to the Tuftons, earls of Thanet, as Bolton Priory and Barden Tower did to the great house of Cavendish, dukes of Devonshire. The town has now a station on the Midland Railway from Leeds to Lancaster and Carlisle, with a branch to Colne in Lancashire. The castle is of great antiquity, and belongs to two periods—the first dating from the reign of Edward II., and the second from that of Henry VIII.

* Yorkshire: Past and Present, vol. i. pp.230–34.

The Town of Settle.—The situation of Settle is picturesque and striking. Castleberg, a conical limestone rock 210 feet high, backed by rugged crags, rises above the town. The projecting top of the hill once formed the gnomon of a rude but magnificent sun-dial, the shadow of which passing over some grey stones upon its side marked the progress of time. The summit of this hill affords a fine prospect. Pendle-hill on the south, Penyghent on the north, and Ingleborough towards the north-west, rear their lofty heads above the neighbouring hills. Cattle fairs are held in the town. The church of the Holy Ascension was built in 1838, in the early English style. The living is a perpetual curacy, value the interest of £1242 11s. 11d. at $3\frac{1}{4}$ per cent. in the Funds, and of £400 in Queen Anne's bounty, with a glebe house. Here are a mechanics' institute, a music hall, and a news room. There are several old houses in the town, built in the seventeenth century. The Wesleyans, the Independents, the Society of Friends, the Primitive Methodists, and the Roman Catholics, have chapels here.

HISTORY OF KEIGHLEY.

Keighley, which has belonged to the noble family of Cavendish for two hundred and fifty years, is an ancient town, and is rapidly advancing in population, wealth, and intelligence. It is a station on the just mentioned branch of the Midland Railway, and the Leeds and Liverpool Canal passes near the town. At the Census of 1871 Keighley contained a population of 19,775 persons. It is distant eight and three-quarter miles from Skipton; is the centre of a polling district, for the election of county members; is the capital of a poor law union, a county court district, a petty sessional division of the West Riding, and has a board of health. The extensive market place was opened in 1833. Ancient fairs are held on the 8th and 9th of May, and the 7th, 8th, and 9th of November. The rapidly increasing population is chiefly employed in worsted and cotton spinning, and in the manufacture of machinery. Sir Richard Arkwright built the first cotton factory here, in 1780, no doubt, seeing the advantages which Keighley would possess from steam and water-power, and from a communication to Hull and Liverpool by the Leeds and Liverpool Canal, and the Aire and Calder Navigation then in course of construction, and running near to Keighley and Bingley. The district also contains paper and extensive corn mills.

The situation of Keighley at the opening to two valleys, and near the heights of Airedale, is healthy and agreeable. The town has recently received many improvements in its buildings. Rows of old houses have been taken down, and ranges of new buildings constructed of stone. There are several places of worship in this populous township, including five episcopal, and thirteen others. Here is also a grammar school, founded and endowed by John Drake in 1733, to which is annexed a preparatory free school, endowed by Jonas Tonson, in the year 1716; but these educational endowments have recently been reformed by the Schools' Endowment Commissioners, and a trade school and girls' school have been added. At Keighley there are extensive national schools, built at a cost of £1750 in 1835.

The Agricultural Society meets at Keighley in the autumn. The magistrates hold their meetings at the sessions-house every Friday. The county court meets once a month in the court-house. The savings' bank was established in 1819. Of the newspapers published here the principal are the *Visitor* and the *Keighley Mercury*. The Mechanics' Institute in North Street was founded in 1826, and a hall built in 1834; but in 1871 a much more spacious and commodious hall, one of the most complete and beautiful in the kingdom, was opened, in which now meet the classes of the institute in extraordinary numbers and efficiency, and where there is also a school of art and of science. The working classes have a working men's hall. The Odd Fellows have a handsome building in Market Street, called Britannia Hall, built at a cost of £1300. The working men have also various other philanthropic institutions.

The duke of Devonshire, one of whose ancestors married the heiress of the ancient family of Keighley, is lord of the manor and chief landowner. So rapidly has the population increased in the neighbourhood of Keighley that the road from the town up to Haworth, once a lonely hillside, is now more like a street. At Haworth we find the parsonage house, the home of the Brontë family. Charlotte, the eldest, and the authoress of "*Jane Eyre*," was born here in 1816, and died in 1855. Emily, the writer of "*Wuthering Heights*," died in 1848. Anne, who wrote the "*Tenant of Wildfell Hall*," died at Scarborough in 1849. The writings of these sisters, full of beauty and of interest, reflect something of the wildness of the moorlands amid which they

passed their lonely youth, and many tourists of literary taste make a pilgrimage up to the bleak, gray village of Haworth, to see the place where they dwelt. We have already given a short notice of the Brontë family in our history of Bradford, vol. ii. pp. 333, 334.

Other Places in Craven.—The following are a few amongst the many interesting places in Craven, not already mentioned :—

Barnoldswick, or *Gill*, is a township, parish, and village, in the eastern division of the wapentake, eight miles west from Skipton. The Leeds and Liverpool Canal passes in the vicinity. Mr. Bracewell's cotton-spinning mills here employ about 1000 hands. The Rev. D. R. Roundell, M.A., and the heirs of the late W. Bagshawe, Esq., are the chief landowners. Barnoldswick was the site of an ancient monastery, founded by unjustly suppressing the prior rights of an old church here. The monks gained their object, but did not prosper; for the Scots, who then made great depredations in Craven, ravaged the lands of Barnoldswick. Its abbot, Alexander, while on a tour in Airedale was charmed with the pleasant site of Kirkstall, where some hermits had chosen their retreat. The abbot persuaded these lonely men to submit to his authority, and soon afterwards by the aid of his patron, Henry de Laci, moved all the brotherhood of monks from the bleak land of Barnoldswick to Kirkstall, near Leeds. There he built the beautiful abbey, of which the ruins testify to his skill and good taste.

Gisburn.—This township, parish, and market town, is situate near the river Ribble, eleven miles south of Settle. The town lies amid fertile pasture land, close to the eastern bank of the river and near the borders of Lancashire. The church, dedicated to St. Mary, is an ancient stone building in the Gothic style, and has a low square tower, nave, aisles, chancel, transept, porch, and stained glass windows at the east end. The Independents and Methodists have chapels. There is a day school, which is also used as a Sunday school. Fairs are held here on Mondays fortnightly. Gisburn Park is the seat of Lord Ribblesdale. A herd of the ancient British wild cattle existed at Gisburn to the year 1858. The ruins of Sawley abbey are now insignificant, but its original ground-plan has been well made out. Lady Cowper is lady of the manor and chief landowner.

Earlby, a township about two miles from Thornton parish

church. The cotton-spinning mills of the Messrs. Bracewell have long given employment to many persons. The land of the parish is mostly used for pasturage. There are large stone quarries near the village. Broughton Hall, the ancient seat of the Tempests of Broughton, was built in 1597, just behind the former house, called Gillot's Place from a knightly family of that name, the heiress of which married Roger Tempest. The portraits in this house are not numerous: but two deserve to be noticed, one of Stephen Tempest, author of "Religio Laici;" the other of Francis Tempest, abbot of Lambspring, a venerable old man in the Benedictine habit, with a gold cross.

Rylstone, a township and village in this parish, has the old family chapel of the Nortons, whom Wordsworth has made memorable by his tale of "The White Doe of Rylstone;" and on the highest point of Rylstone Fell stands a square tower with some mounds near it, which are supposed to have served as butts for archers. This township, parish, and village, is situated on the river Aire and the Leeds and Liverpool Canal, five miles north-west from Skipton. The Midland Railway (sometimes called in this part "the little North-western") has a station at Gargrave, which is also a postal town. A number of the inhabitants are employed in cotton-spinning. A large worsted and cotton mill here is on the Leeds and Liverpool Canal, near the village. Eshton Hall, the beautiful seat of Sir Matthew Wilson, Bart., M.P., is near Gargrave.

Progress of Population in Staincliffe or Craven.—In taking the census of this extensive wapentake it is divided into three registrars' districts, namely, those of Settle, Skipton-in-Craven, and Keighley. Their industry varies with the natural circumstances, and depends chiefly upon their comparative facility for obtaining coal, and carriage by land and water for the transport of their produce. There are now two coal mines at work in the Skipton district; one the Bradley Colliery, belonging to L. Horner & Co., and the other the Threshfield Colliery, owned by Mr. W. Lambert. There are four coal mines in the Bingley district, and fifty-one in the district of Bradford, with every facility for communication by canal and railway.* During the last seventy years the population of the Settle district has increased from 11,248 to 15,134; that of Skipton, which has greater industrial advantages, from 18,084 to 32,398; and

* Mineral Statistics, 1873, pp. 219-224.

that of Keighley, which has still greater advantages, from 16,498 to 52,141. The increase of population in each of those districts during the last ten years, and some of the causes on which increase or decrease has been dependent, will be seen from the following figures and notes, taken from the Registrars' returns for the Census of 1871:—

The Settle Registrar's District (483).—This district is very extensive and hilly, rising at many places into mountains, and stretching over an area of 151,942 acres. At the Census of 1801 it contained a population of 11,248 persons, and at that of 1861 of 12,528, which number had increased to 15,134 at the Census of 1871. *Registrars' Sub-districts*.—Settle is divided into five sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871
1. Bentham,	46,296	...	5,436	...	6,554
2. Settle,	49,018	...	4,503	...	5,982
3. Long Preston,	16,297	...	1,358	...	1,372
4. Kirkby Malham,	22,328	...	826	...	878
5. Arncliffe,	18,003	...	405	...	348

The Skipton Registrar's District (484) includes a large portion of the beautiful hill pastures of Craven and the ancient town of Skipton-in-Craven, and extends over a wide area of 159,191 acres. It contained, at the Census of 1801, 18,084 inhabitants, and at that of 1861, 31,343 inhabitants, which number had increased to 32,398 in 1871. *Registrars' Sub-districts*.—Skipton is divided into seven sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Kettlewell,	33,135	...	1,141	...	1,017
2. Gargrave,	17,753	...	1,852	...	2,030
3. Barnoldswick,	16,570	...	5,986	...	6,224
4. Kildwick,	18,123	...	7,853	...	8,362
5. Skipton,	25,483	...	8,590	...	9,504
6. Addingham,	20,755	...	2,969	...	2,910
7. Grassington,	27,372	...	2,764	...	2,351

The increase of population in Skipton township is ascribed by the commissioners to the general prosperity of the cotton and worsted manufactures. The decrease in the parish of Kettlewell, and in Grassington and Addingham, is said to be owing to a diminution of the productiveness of the lead mines.

The Keighley Registrar's District (491) stands in one of the widest parts of the valley of the Aire, rises into lofty hills, and covers an area of 36,769 acres, containing many sources of wealth. At the Census of 1801 Bingley and Keighley contained 16,498 inhabitants, and in 1861, 43,122, which number had increased to

52,141 at that of 1871. *Registrars' Sub-districts.*—Keighley is divided into three sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Bingley (in Skyrack wapentake),	14,109	...	15,367	...	18,116
2. Keighley,	14,546	...	21,859	...	28,059
3. Haworth,	8,114	...	5,896	...	5,966

The increase of population at Bingley is attributed by the commissioners to the erection of a number of new worsted factories. In the parish of Keighley, to the extension of works connected with the iron, worsted, and other trades.*

The Wapentake of Morley.—The populous wapentake of Morley is joined with the more thinly-peopled wapentakes of Ewcross and Staincliffe, to form the north-western division of the West Riding of Yorkshire. We have already, in the present volume, written the history of all the great manufacturing towns of the Morley, Agbrigg, and Skyrack wapentakes, namely, Leeds, Bradford, Halifax, Huddersfield, Dewsbury, and Wakefield, containing among them upwards of 600,000 inhabitants; and before proceeding to describe the detached portions of those wapentakes, we shall give an account of the agricultural and rural districts of the eastern division of the West Riding, commencing with that of Claro, which forms the north-western part of the division.

THE EASTERN DIVISION OF THE WEST RIDING.

This division includes the wapentakes of Claro, Barkston Ash, Osgoldcross, and Skyrack, and the borough of Leeds.

The Wapentake of Claro.—The wapentake or hundred of Claro, probably so named by the Normans from the clearness and beauty of its numerous rivers and brooks, is chiefly a pastoral district on the west, where the country rises into extensive moors and lofty heights, resting on the millstone grit, but becomes a fine agricultural country, as it extends eastward towards the New Red Sandstone formation, and the vale of York. This district has also a very considerable number of lead mines. It is remarkable for the beauty of its scenery, and for the number and admirable preservation of its abbeys and other monastic houses, of its churches and its beautiful cathedral of Ripon, and of its fine castles and numerous mansions. Generally speaking, the soil improves much in fertility on the eastern side, and the least productive parts of the division lie towards the west; though here the lower districts

* Census of 1871, vol. ii, p. 436.

are watered by many streams and afford good pasturage. The very extensive parish of Fewston, which includes the elevated tract stretching between Harrogate and Bolton Priory, and forming part of the ancient forest of Knaresborough, is the only portion of the wapentake that is naturally barren. The occupations of the people are mostly pastoral and agricultural, and the chief crops of the arable land are wheat, barley, oats, turnips, and potatoes. That the soil and climate of this part of the county can produce good fruit is proved by the Ribstone pippin, an apple that has been propagated from a tree planted at Great Ribstone, near Hunsingore, and from the Winsour plum, produced almost exclusively in this and the adjoining wapentakes. That it can also produce magnificent oaks is proved by the Cowthorpe oak, once the largest in England, but now only a ruin. In the notes to White's "Natural History of Selborne" we are told that the Cowthorpe oak, a hundred years ago, was the largest oak tree in England, and was then standing at the extremity of the village of Cowthorpe, near Wetherby, in the county of York. The late Dr. Hunter of Sheffield (not the antiquary), while describing an oak of extraordinary size which then adorned the park of Sheffield, noticed the Cowthorpe oak, in his edition of Evelyn's "Sylva," in the following terms:—"Neither this, nor any of the oaks mentioned by Evelyn, bears any proportion to the one now growing at Cowthorpe. The dimensions are almost incredible. Within three feet of the ground it measures sixteen yards in girth, and close to the ground twenty-six yards. Its height, in its present ruinous state (1776), is about eighty-five feet, and its principal limb extends sixteen yards from the bole. Throughout the whole tree the foliage is extremely thin, so that the anatomy of the ancient branches may be distinctly seen in the height of summer. When compared to this, all other trees are but children of the forest." Another hundred years has nearly swept away all that then remained of this monarch of the forest. But the existence of such trees as the Cowthorpe oak above described; the Skyrack oak at Headingley, near Leeds, which we well remember covered with leaves and green branches; and the grand oaks that formerly existed in Sheffield Park—show how well suited the soil of the West Riding is to the production of this noblest of all forest trees.

Claro contains a considerable number of lead mines, and forms part of an extensive mineral district. "Lead ore," says Mrs.

Somerville, in her delightful "Physical Geography," "is very often combined with silver, and is then called argentiferous galena. It is one of the principal productions of the British mines, especially in the northern mining district, which occupies 400 square miles, at the junction of Northumberland, Cumberland, Westmoreland, Durham, and Yorkshire. It comprises Alston Moor, the mountain ridge of Crossfell, and the dales of Iderwent, East and West Airedale, and Wear and Tees" besides the upper part of Swaledale, Wensleydale, Wharfedale, Niddsdale, and part of Airedale in Yorkshire. It appears from the "Mineral Statistics," published October, 1874, p. 43, that there were in Yorkshire in 1873 thirty-three lead mines, and that they yielded 4986 tons of lead ore, producing 3704 tons of lead and 1500 ounces of silver. Of these mines ten were in Wharfedale, two in Airedale, three in Niddsdale, thirteen in Swaledale and Arkendale, one in Wensleydale, and four in the forest of Bowland, which is part of Ribblesdale. The names and positions of the lead mines are given in the first volume of this work, p. 19. The only copper mine in Yorkshire at work at the present time is that of Merrybent in the Swaledale and Arkendale district, which in 1873-74 yielded seventy-two tons of ore, of the value of £552.*

The Area of the Wapentake of Clare and of its Parishes.—The area of the wapentake of Clare extends over 266,248 statute acres. The following are the names of its parishes, with their areas in acres, as ascertained by the Ordnance Survey:—

Area in Acres.		Area in Acres.	
Addingham (part of),	317	Kirkby Overblow,	11,543
Aldbrough (part of),	7,783	Knaresborough,	12,489
Allerton Mauleverer,	2,460	Leathley,	2,088
Barton Leonard,	1,795	Little Ouseburn,	4,296
Copgrove,	860	Marton-with-Grafton,	2,164
Cowtherpe,	1,370	Nidd,	1,045
Farham,	2,534	Nun-Monkton (part of),	1,706
Fewston,	17,644	Outley (part of),	9,022
Goldthorpe,	2,804	Parsonville,	4,897
Great Ouseburn (part of),	1,707	Ripley,	7,385
Hampethwaite,	11,903	Ripon,	55,022
Harewood (part of),	2,843	Skipton (part of),	5,330
Haverah Park (ex. par.),	2,245	South Stainley,	2,131
Hunsingore,	4,215	Spofforth,	13,062
Ilkley (part of),	4,582	Staveley,	1,425
Kirk Deighton,	3,568	Weston,	4,902
Kirk Hammerton (part of),	1,006	Whitby,	4,082
Kirklington (part of),	118		
Kirkby Malzeard,	55,414	Total,	266,248

* Mineral Statistics, 1873, p. 21.

The Rivers of Claro.—These are numerous and beautiful, including the river Ure, which bounds this wapentake and the West Riding of York in part of its course, on the north; the river Wharfe, which bounds the wapentake on the south; and the river Nidd, which rises at a great elevation among the mountains on the west, and flows through the whole of the wapentake of Claro into the river Ouse. We have already described these fine streams in our account of the rivers of Yorkshire (vol. i. pp. 222–237).

The City of Ripon and Towns of Claro.—This wapentake contains the city of Ripon, several ancient towns, and the fashionable watering place of Harrogate.

HISTORY OF THE CITY OF RIPON.

The city of Ripon stands in a most pleasant position, on the banks of the river Ure, a few miles above the point at which that river enters the vale of York, and where it receives two smaller rivers, the Laver and the Skell. It is one of the oldest of the Anglian cities of Yorkshire, and dates the commencement of its history from the time when Christianity was introduced amongst the Angles and the Saxons by Paulinus, the apostle of Northumbria, and Wilfrid, afterwards archbishop of York. Ripon was the seat of a great monastic house, and for a short time of a bishopric, in the time of the Christian kings of Northumbria. It acquired a high reputation by the energy and ability of St. Wilfrid. After having received many honours and privileges from King Athelstane, the grandson of Alfred the Great, and having held a high position for many ages, owing to the splendour of its cathedral, and the beauty of the neighbouring Abbey of Fountains, Ripon has within the present century been again raised to the dignity of a bishopric, and has become the seat of the bishop of Ripon, whose palace and cathedral are situated here, and who presides over a large portion of the West Riding of Yorkshire, with a diocese containing a rapidly increasing population already amounting to several hundred thousands of persons. We have already given an account of the bishopric of Ripon (vol. i. p. 401). At the Census of 1871, the population of this diocese had increased to 1,357,053 persons.*

Ripon was a favourite residence of the Norman archbishops of York until the time when Archbishop Walter Gray, 1215–1255,

* Index to Population Tables, Census, 1871, p. 713.

built Bishopthorpe. The town was much injured by the Scots in 1319, when they paid a return visit to the English army, remained here three days, and made the inhabitants pay a ransom of 1000 marks, equal to £10,000 of present money. During the "Rising of the North" in 1569, Percy, earl of Northumberland, and Neville, earl of Westmoreland, mustered their forces, and made their proclamations here. Old Norton displayed his famous banner at Ripon, and mass was sung in the cathedral. In the following January the rebel constables and serving-men of the West Riding, and the townsmen of Ripon who had joined the two earls, were executed here. In 1640 a conference was held at Ripon between the Scottish lords and the English commissioners. Parliamentary troops, under Sir Thomas Mauleverer, were at Ripon in 1643, when they sacked the minster; and in 1646, King Charles, then a prisoner, passed two nights at Ripon, on his way to Holmby.

Ripon was once famous for its woollen manufactures, and only ceased to be so during the time of the Tudors. Leland when at Ripon, *temp.* Henry VIII., observed that "idelnnes was sore encreased in the town, and clothe makyng almost decayed." Ripon has now a manufacture of iron agricultural implements. It has always been famous for its market for horses. It was also noted for its spurs. "A gilte bowle and a pair of Rippon spurres" were presented to King James I. on his visit in 1617. An ancient custom here, still observed, is the sounding of the mayor's horn. Three blasts are sounded nightly before the mayor's door, at nine o'clock, and one afterwards at the market cross. The horn itself is decorated with silver badges, and with insignia of trading companies belonging to the town.

Ripon Cathedral.—On the occasion of the meeting of the Yorkshire Union of Mechanics' Institutes at Ripon, in 1873, nearly three hundred of the members visited the cathedral of that ancient city, where both the original architecture of the building and the modern restoration excited much interest. The following is an abridgment of an interesting description of this noble building given on that occasion by the Rev. W. C. Lukis, rector of Wath, who stated that beneath the lantern tower, where the visitors were then standing, was the most comprehensive view of the principal architectural features of the cathedral. In those transepts they saw the work of Roger, archbishop of York, who in the first half of the

twelfth century erected, upon the site of a former great church, a noble edifice in a style chiefly Norman, but slightly blended with the incoming pointed or early English style. The church which Archbishop Roger erected consisted of a choir, probably co-extensive with that now existing, with aisles; of a nave without aisles, of the same dimensions as the present one; of two western towers, which added width and dignity to the west front; of transepts, with eastern aisles; and of the lantern tower already adverted to. The only portions of Archbishop Roger's church, which still existed, were the comparatively small fragments at the east and west end. These show it to have been a noble structure. An alteration of the Norman front was effected by Walter Gray, archbishop of York, in the early part of the thirteenth century. The Rev. gentleman next directed attention to the elegant decorative work in the two extreme eastern bays on each side, and to the great east window, in the first half of the fourteenth century, and to the renovated portion of the three western bays on the south side, in the style of the middle of the fifteenth century. The oak canopied stalls, he said, were inscribed with the dates of their commencement (1494) and completion (1497). These stalls were injured when the timbers and lead spire were blown down in a violent tempest, in 1660, but had recently been most carefully restored by Sir Gilbert G. Scott. The Rev. gentleman said that before quitting this spot attention must be directed to one of the most interesting relics of Pre-Norman times to be seen in any part of England. There was every reason to believe that the small and remarkable building buried beneath this pavement, and known by the name of St. Wilfrid's Needle, was an ancient chapel of the seventh century. The dimensions of this diminutive building were 11 feet 3 inches long, by 7 feet 9 inches wide. The cathedral on the south side of the choir belonged to an earlier date than the transepts. It was in a Norman style anterior to the introduction of the pointed arch, and was most probably a fragment of a church of considerable proportions, erected by Thomas, archbishop of York, in the twelfth century. The church of Ripon received the equivocal advantage of being made a sanctuary for criminals from King Athelstane, the grandson of Alfred the Great, in the tenth century. The limits within which a criminal refugee might find himself safe under the protection of the church, were formerly marked by eight crosses. A portion of only one of these

still exists near Sharrow, about a mile from the Cathedral; but the positions of two more have been ascertained.

Studley Royal and Fountains Abbey.—Studley Royal, a park laid out under the direction of John Aislaby, Esq., is now the property and residence of the marquis of Ripon. The entrance to the park is about two miles from Ripon, on the road to Pateley Bridge. The pleasure grounds are in some parts laid out in the formal Dutch style introduced by King William III., but are here associated with views of a most picturesque character. At a small arbour in a wood, called “Anne Boleyn’s seat,” folding doors are suddenly thrown open by the guide, and disclose a full view of Fountains Dale, with the extensive monastic ruins surrounded by the richest setting that a finely-wooded valley can afford. These ruins, the most extensive remaining in England, were anciently held by a brotherhood whose estates extended from Penygheat Hill to Ripon, over a space of more than thirty miles. Their lands in Craven alone, says Whitaker, contained in a ring fence a hundred square miles. The sites of the choir, chapel of the nine altars, chapter-house, refectory, great cloister, infirmary, kitchens, prisons, cellar, and abbot’s house, have all been well made out; and no place can be compared with Fountains Abbey, for bringing vividly before the imagination the whole plan of life led by the monks of the olden time.

Fountains Hall, a fine old mansion of the time of James I., is near the abbey. *Grantley Hall*, the residence of Lord Grantley, the representative of the old family of the Nortons, stands three miles north-west from Fountains. *Markenfield Hall*, two miles west of Ripon, is an interesting old mansion, formerly the residence of Thomas Markenfield, who took an active part in “the Rising of the North.” This house also now belongs to Lord Grantley.

The Roman and British Isurium, or Aldborough.—In modern times the river Ure has been made navigable from Ripon to the city of York, on the river Ouse. At the point where the rivers Ure and Swale join their waters and become the Ouse is Aldborough, the ancient British city known in the Roman times, and perhaps much earlier, by the British name of Isurium, which is generally supposed to mean “the town upon the rivers, or waters;” but to which the Romans gave the name of Isur-Brigantum, or the “city of the Brigantes,” from the great British tribe which then inhabited the present county of York and a large part of the

adjoining counties. Aldborough as well as Boroughbridge, both of them in the same parish, returned members to Parliament previous to Earl Grey's Reform Bill, in 1832. Numerous relics of Roman civilization have been brought to light by excavations in this neighbourhood, and are preserved in the "Museum Isurianum" at the manor house, the residence of Andrew Lawson, Esq., the lord of the manor of Aldborough and the owner of the greater part of the town.

Pateley-Bridge and Ripley.—On the rapid stream of the river Nidd are the towns of Pateley-Bridge (which may be considered the chief place in the lead-mining district of the West Riding) and of Ripley, with a fine castle belonging to the family of the Ingilbys, who are amongst the most ancient baronets of England. Amongst the curiosities shown at Ripley Castle is a pig of British lead with a Latin inscription, showing that it was cast in the country of the Brigantes, and in the reign of the Emperor Domitian (A.D. 81–96), which proves that these mines have been worked, at all events at intervals, for very nearly 1800 years. A great many charming mansions and fine parks exist along the course of the river Nidd, where the scenery is remarkably beautiful, bold, and varied. Most of these have been mentioned in our account of the Yorkshire rivers (vol. i. pp. 204–270).

HISTORY OF THE BOROUGH OF KNARESBOROUGH.

The interesting and ancient borough of Knaresborough also belongs to this wapentake. It is the chief town on the river Nidd, and the capital of an extensive district called Niddale, or Nidderdale, a district rich, as we have seen, in lead mines and abounding in objects of natural beauty. Soon after the Norman conquest a castle was built here by Serlo de Burgh (probably on the remains of an old Anglian castle, from which the town takes its name, and which either means the "fortress on the rock" or the "fortress of the tribe"). He accompanied the Conqueror to England, and received Knaresborough and several other lordships as the reward of his military services. He was succeeded by his brother John, whose eldest son, Eustace Fitzjohn, succeeded him in the lordship of Knaresborough, and was present at the battle of the Standard at Northallerton, A.D. 1138, and afterwards in a great battle with the Welsh, in which he was killed, in the year 1158. Robert, the son of Eustace Fitzjohn, was one of five English knights who

with a small body of cavalry surprised and captured William, king of Scotland, at Alnwick, in the year 1174. The most celebrated member of this family was Hubert de Burgh, earl of Kent, who was one of the regents of the kingdom during the long minority of King Henry III. He was a resolute asserter of the rights of the barons and of the people against King John. His son Hubert also joined the standard of Simon de Montfort, in the Barons' wars, and was present at the battle of Evesham, in the year 1265. There he shared in the defeat of the barons, and his estates, including the manor of Knaresborough, were granted by King Henry III. to Richard, earl of Cornwall, the brother of the king. Richard dying without issue, in the year 1300, the earldom of Cornwall, and with it the manor of Knaresborough, reverted to the crown. In the reign of King Edward II. the castle was held by his unworthy favourite, Piers de Gaveston; but after his downfall and death it again returned to the crown, and in the year 1371 both the manor and castle were given by Edward III. to his fourth son, the famous John of Gaunt, duke of Lancaster. During the next hundred years Knaresborough was generally held as part of the duchy of Lancaster, and it is said to have been one of the places in which King Richard II. was imprisoned for a short time, after being dethroned by Henry of Bolingbroke. On the overthrow of Richard III., and the complete triumph of the house of Lancaster, the castle of Knaresborough again returned to the crown, and in the year 1616 this castle and lordship were granted by James I. to his son Charles, and were held by him at the commencement of the Civil War. After the battle of Marston Moor and the reduction of the city of York, in the year 1644, Knaresborough was besieged by Lord Fairfax, who took the town by assault in the month of November in that year, and on the 20th December following the castle was surrendered on honourable terms. In the Scottish invasion of 1648, Oliver Cromwell assembled his army for the defence of the country at the castle of Knaresborough, and marched thence, up Wharfedale and down Ribblesdale, to attack the Scottish army in the neighbourhood of Preston. After this war, but in the same year (1648), the castle of Knaresborough was rendered untenable by order of Parliament. From that time it has ceased to be a fortress; but many remains of its former strength and magnificence still exist. The castle covered two acres and a half of ground within its walls, and was flanked with

eleven towers. Part of the principal tower is still remaining, and appears to have been erected about the time of King Edward III.

Knaresborough was a place of considerable trade in early times, being the chief town in the valley of the Nidd, and well supplied with water-power by the impetuous stream of that river, and with wool from the sheep on the immense moors which extend some thirty or forty miles from Knaresborough, to the north-west. But no coal has yet been found in the immediate neighbourhood of the town, though there are traces of that formation within a few miles. From want of a supply of fuel on the spot, the great motive power of modern manufactures does not exist here, and hence Knaresborough, though it has a small linen manufacture, has not shared to any considerable extent in the manufacturing prosperity of the West Riding. But the town and neighbourhood of Knaresborough are full of objects of interest, including curious and beautiful caves and the dropping well, which has the property of encrusting all objects thrown into it with carbonate of lime so as to preserve the most delicate details of their original formation. Scriven, in this neighbourhood, meaning a cavern, is said to have been originally the same word as Craven, which also means a cave or cavern. A beautiful watering place has sprung up at Harrogate (of which we shall give a separate description), on what was at one time one of the wildest parts of the great forest of Knaresborough. That forest formerly extended twenty miles in length from east to west, and about eight miles in breadth. It was then divided into eleven constabularies, namely, Bilton-with-Harrogate, Killinghall, Clint, Hampsthwaite, Fellescliffe, Birstwith, Merwith-with-Darley, Thruscross, Timble, Clifton, and Pannal.

Knaresborough returned members to Parliament almost from the commencement of the parliamentary system, and now returns one member. At the Census of 1871 the borough contained 1271 inhabited houses, and a population of 5205 persons.

Knaresborough was the birth-place of a very remarkable man, known as "Blind Jack of Knaresborough." His true name was John Metcalf. At six years of age he became totally blind; yet he excelled in occupations for which the gift of sight is usually thought to be indispensable, and was most successful in road-making and bridge-building. He directed the works which he could never behold with the external eye, and proved that under-

takings requiring accurate measurements of lines and angles might be accomplished by one who had never seen, since early childhood, a book or a map. He died in 1810, aged ninety-three, at Spofforth.

HISTORY OF HARROGATE.

The health-giving and delightful watering place of Harrogate derives its name from the Norse words *haro* and *gata*, "the heroes' road," and probably stood on one of those lines of road which the Danish chiefs of York used in their expeditions up the western dales of Yorkshire. Bilton, with High Harrogate and a part of Low Harrogate, was formerly a chapelry in the parish of Knaresborough, but is now an independent ecclesiastical parish. The remainder of Low Harrogate is a district in the parish of Pannal. The first of the famous springs of Harrogate was discovered about the year 1596, by Mr. Slingsby, one of the neighbouring landowners. The town of Harrogate is divided into two parts, High and Low; but the site of both has an elevation of some hundred feet above the level of the sea. The pure breezes, no doubt, add to the healthiness of Harrogate, and the views from its extensive walks and the Stray extend over many miles. There are no less than twenty-five springs of mineral water; and of seventeen of them, which rise very near one another, it is said that each has a distinct character, derived from different modifications in the working of Nature's laboratory. One chief difference is between the waters containing sulphur and those containing iron. Medical advice, which is abundant and good in Harrogate, is said to be requisite in many cases for a safe and curative use of the waters. Their outward application is rendered easy and agreeable by the Pump-room, the new Proprietary Baths, the Montpellier Baths, the Bath Hospital, and the baths at Starbeck and Harlow Car. The other chief public buildings of Harrogate are the Royal Cheltenham Pump-room (in Low Harrogate), the New Market, and the Observatory on Harlow Hill, about a mile from the town. Harrogate has also several fine hotels. The street architecture has been much improved of late years, and the detached and semi-detached villas in the neighbourhood are very picturesque.

The season continues from the middle of summer to late in the autumn. Balls are occasionally given at the principal hotels, and a series of concerts. But many of the visitors to Harrogate

are invalids, who come really to drink the water or bathe in it, and for them the regular morning visit to the Pump-room or the bath, varied with short walks or drives in the neighbourhood, supplies sufficient recreation. The favourite walks are to Birk Crag, Harlow Car and Harlow Tower, Great Almes Cliff and Little Almes Cliff, Plumpton Park, Starbeck, and Knaresborough; and the railway has now made Otley, Ilkley, Ripley, Brimham Rocks, Ripon, Fountains Abbey, and even the city of York, with all its objects of interest, easily accessible from Harrogate.

St. John's Church (Bilton) is a new church, built from the designs of Sir G. G. Scott, in the early English style. Christ Church, in High Harrogate, was erected in 1831, and has since been enlarged at a considerable cost. St. Mary's Church, in Low Harrogate, was built in 1824, and contains 800 sittings, of which 500 are free. There are chapels of the Independents, the Wesleyan Methodists, the Wesleyan Reformers, the Primitive Methodists, and the Society of Friends. The educational institutions of Harrogate include national schools, a free school for girls, an endowed school (at Bilton), and a literary institution. Four newspapers are published here:—The *Harrogate Advertiser*, the *Harrogate Herald*, the *Knaresbro' Post*, and the *Weekly Visitor*.

In 1861 the population of Bilton with Harrogate township was 3832, and that of the part of Low Harrogate lying in Pannal parish was 905, making a total for the whole town of 4737. In 1871 it had greatly increased and amounted to 6843 persons.

Progress of Population in the Claro Wapentake.—At the commencement of the present century, at the Census of 1801, the Pateley-Bridge district contained a population of 5920, and in 1861, of 9534, which had decreased at the Census of 1871 to 8686. In the Ripon district the numbers had advanced in the same period from 13,145 to 15,967, and those of Knaresborough had decreased from 19,403 to 19,088. The Great Ouseburn district has been recently formed, and did not exactly correspond seventy years ago with any of the existing registrars' districts. The following returns show the progress or decline of population in the whole of the districts of the wapentake of Claro during the last ten years.

The Ripon Registrar's District (486).—A rich district, intersected by numerous fine rivers, and full of natural beauty and of the remains of ancient greatness. It extends over an area of 73,220 acres, and contained in the year 1861 a population of 15,742, which

number had increased in 1871 to 15,967. *Registrars' Sub-districts*.—Ripon is divided into four sub-districts :—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Ripon,	23,228	8,979	9,917
2. Kirkby Malzeard, . . .	25,797	3,269	2,892
3. Wath,	13,323	1,700	1,492
4. Dishforth,	10,872	1,794	1,666

Pateley-Bridge Registrar's District (485).—This district covers a considerable portion of the moors of the West Riding, and a valuable part of the lead mines which they contain, and extends over an area of 75,063 acres. In 1861 it contained a population of 9534; but in 1871 the number had decreased to 8686. *Registrars' Sub-districts*.—Pateley-Bridge is divided into four sub-districts :—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Ramsgill,	31,765	1,189	1,026
2. Pateley Bridge,	11,776	3,349	3,304
3. Thornthwaite,	14,670	1,925	1,719
4. Dacre Banks,	16,852	3,071	2,637

The decrease of population is said to be owing to migration to the manufacturing districts in search of employment, to the closing of a factory, and to the removal of labourers, who in 1861 were engaged in the construction of a railway.*

Great Ouseburn Registrar's District (487).—A rich and fertile district, situate near the point at which the river Ouse receives the Ouseburn, and the much larger streams of the Swale, the Ure, and the Wiske. It extends over an area of 60,627 acres. At the Census of 1861 it contained a population of 12,111, which number had decreased to 11,697 in 1871. *Registrars' Sub-districts*.—Great Ouseburn is divided into three sub-districts :—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Boroughbridge,	23,817	5,061	4,912
2. Whixley,	22,881	4,308	4,112
3. Poppleton,	13,929	2,742	2,673

The decrease of population is said to be owing to a diminished demand for labour, and to many of the labouring class having consequently left for the manufacturing districts.†

Knaresborough Registrar's District (488), extends over an area of 41,236 acres. At the Census of 1861 it contained a population of 17,176, which at the Census of 1871 had increased to 19,088. *Registrars' Sub-districts*.—Knaresborough is divided into two sub-districts :—

* Census, 1871, vol. ii. p. 432.

† Ibid. p. 438.

	Area in Acres.		Population in 1861.		Population in 1871.
1. Knaresborough,	19,193	...	8,571	...	8,249
2. Harrogate,	22,043	...	8,605	...	10,839

The decrease of population in the township of Brearton, included in Knaresborough district, is owing to migration to the manufacturing districts. The increase of population in the township of Bilton with Harrogate is owing to the growing importance of the town as a watering place and fashionable resort. The population of the township of Ripley is said to have decreased in consequence of the removal of a number of labourers, who in 1861 were employed in constructing a railway.*

Wetherby Registrar's District (489) on the line of the old Northern road, and at one of the principal bridges across the river Wharfe, stands in a fertile district, though one that has been somewhat deserted by trade and communication since the making of railways. It extends over an area of 65,940 acres. At the Census of 1861 it contained a population of 15,471, which number had decreased to 14,874 at that of 1871. *Registrars' Sub-districts*.—Wetherby is divided into two sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Wetherby,	40,383	...	7,743	...	7,115
2. Boston,	25,557	...	7,728	...	7,759

The decrease of population in four or five townships is attributed to the migration of labourers with their families to districts where there is a greater demand for labour; and at Bramham to migration occasioned by depression of trade at the flax mills.†

The Wapentake of Barkston Ash.—Most of the parishes and townships included in this wapentake lie at no great distance right and left of the old Roman road, from which was formed the chief part of the Great Northern Road of modern times, running from south to north, from London to the borders of Scotland, and near the points where the Nidd, and Wharfe, flow into the river Ouse. The subsoil of the Barkston Ash wapentake is new red sandstone and limestone, very favourable to cultivation under the four course system of agriculture. The magnesian limestone near Sutton has supplied from early times superior materials for building, and the limestone in the neighbourhood of Brotherton, like that of Knottingley, is very valuable for agricultural and other purposes. There is little coal found here. The occupations of the people are still chiefly agricultural, and

* Census, 1871, vol. ii. p. 435.

† Ibid.

numerous farms and old homesteads bear evidences of the early date of culture in this fertile district. The Barkston Ash wapentake extends over an area of 91,358 statute acres.

The Parishes of Barkston Ash.—The following are the parishes, with their areas in acres, of the Barkston Ash wapentake:—

Area in Acres.		Area in Acres.	
Birkin,	5,903	Ledsham,	5,111
Bolton Percy (part of),	33	Monk Fryston,	4,253
Bramham,	5,680	Newton Kyme,	1,371
Brayton,	11,665	Ryther,	3,779
Brotherton,	2,388	Saxton,	3,698
Cawood,	2,890	Selby,	3,643
Church Fenton,	3,477	Sherburn,	13,268
Collingham (part of),	714	Snaith (part of),	4,217
Drax,	6,969	Tadcaster (part of),	2,100
Hazelwood (ex. par.),	2,191	Wistow,	4,316
Kippax (part of),	271		
Kirkby Wharfe,	3,411	Total,	91,358

TOWNS OF BARKSTON ASH WAPENTAKE.

History of Selby.—Selby is a port and harbour on the river Ouse, from which trading vessels sail to various parts of the world without touching at Hull, and foreign ships are permitted to enter Selby and discharge their freights: this place having a branch custom-house. The first passenger railway formed in Yorkshire was from Selby to Leeds. Selby commands direct communication with York, Hull, Leeds, and the entire country. The magistrates hold their sittings at the court-house on alternate Mondays. The county court is held monthly on Thursday. The union-house was built in 1841 at an outlay of £5650, and will admit 189 inmates. The local board of health was formed in 1856.

The town is supplied with water obtained from an Artesian well, and pumped, from a depth of 330 feet below the surface of the ground, into a tank capable of holding 150,000 gallons.

If we could believe a monkish legend, Selby Abbey grew up out of a hut raised to inclose a saint's finger. Benedict, a foreign monk, came to the site, it is said, soon after the Conquest, when he was the only monk in Yorkshire, bringing with him the finger of Saint Germanus. The monk's hut was visited by the sheriff of Yorkshire, who left there a tent to afford a better shelter to "the glorious finger." A grant of land on the bank of the Ouse having been obtained through the aid of the same sheriff, wooden cells for

other monks sprung up about the year of Benedict, who was now made abbot, and ruled here twenty-seven years over the brotherhood dwelling in wooden huts. His successor, Hugh, built a church and a convent of stone further from the river. Several English kings enriched Selby Abbey, and Pope Alexander II. made it a natural abbot, in importance second only to Fountains and St. Mary's, York. At the Dissolution the site and all the property were granted to Sir Ralph Sadler. In 1663 James I. made the Abbey Church the parish church of Selby, as it still remains.

As it now stands Selby Church is a very noble building. The nave appears to be the most ancient part, the choir is a later erection. The whole length of the structure is 247 feet, the breadth 117, and the length of the transept 120 feet; the east and west ends being of equal distance from the pillars supporting the steeple. This steeple or tower fell down on Sunday the 30th of March, 1670, about six o'clock in the morning, and by its fall destroyed a part of the church, particularly the south end of the transept. The present tower, probably rebuilt about 1702, is in a style by no means corresponding with its original. The internal architecture of the nave is very magnificent, and the ornaments are the most exquisite and beautiful. "But the object which attracts more particular attention is the east window—the proportions of all its parts, the beauty of its tracery, and the slender lofty mullions, unsupported by transoms, cannot be exceeded."

Selby contains several Sunday and day schools, charity schools, and almshouses. The Independents, Wesleyans and Primitive Methodists, Quakers, Unitarians, and Roman Catholics, have chapels.

Many of the inhabitants are employed chiefly in sail-making, rope-making, boat and barge building, brewing, tanning, and iron-founding. A market is held every Monday, and fairs on Easter Tuesday and the Wednesday after June 22nd, and October 11th, for horses and cattle, and for wool and flax the four following weeks, beginning on the last Friday in May. Lord Londesborough is lord of the manor, and the principal landowners are the representatives of Lady Moore, and William Paver, Esq.

The River of Tadcaster.—The glories of Tadcaster, the city of Ferrybridge, belong to the past. Tadcaster, the first station after leaving Church Fenton, on the Harrogate branch, is believed to have been the *Cacatu* of the Romans, and many Roman coins

have been dug up here. The perpendicular church of St. Mary is large, but heavy in the interior. A new Roman Catholic chapel, of no great pretensions as to the exterior, was recently opened here. There are also chapels for the Wesleyans, the Wesleyan Reformers, and the Primitive Methodists. An endowed grammar school was founded in 1558 by Bishop Oglethorpe. Here are also a national school for boys, and a preparatory school for girls, supported by Dawson's Charity, and there are Church and Wesleyan Sunday schools. In the neighbourhood are quarries of magnesian limestone. The soil is clay and limestone, and the chief crops grown are wheat, barley, oats, and turnips. John Fielden, Esq., M.P., of Grimston Hall, is lord of the manor, by purchase from Lord Londesborough in 1872. Charles Shann, Esq., the Rev. E. Brooksbank, of Healaugh Hall, and R. B. Allenby, Esq., are amongst the chief landowners.

Selby Registrar's District (513) covers an area of 56,984 acres. In 1801 it contained a population of 10,252 persons; in 1861, of 15,675; and in 1871 of 16,380. *Registrars' Sub-districts*.—Selby is divided into three sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Carlton,	13,741	...	2,423	...	2,366
2. Selby,	25,213	...	9,765	...	10,523
3. Riccall,	18,030	...	3,487	...	3,491

Tadcaster Registrar's District (514) covers an area of 72,865 acres. In 1801 it contained a population of 14,523 persons; in 1861, of 20,150 persons; and in 1871 of 21,080. *Registrars' Sub-districts*.—Tadcaster is divided into three sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Aberford,	29,859	...	10,182	...	11,484
2. Tadcaster,	17,968	...	4,548	...	4,242
3. Appleton-Roebeck,	25,038	...	5,420	...	5,354

The Wapentake of Osgoldcross.—The name of the wapentake of Osgoldcross is either derived from some gold cross which was supposed to have belonged to Oswald, or Oswy, one of the ancient kings of the Anglian race, who ruled in the kingdom of Northumbria, which then extended from the Humber to the present borders of Scotland; or from St. Oswald, the patriotic Christian king and martyr, who was slain in a great battle fought at Heathfield, near Doncaster. The soil of this district is rich, as shown in our account of its agriculture (vol. i. p. 77). The area of the wapentake of Osgoldcross is 113,830 statute acres.

The Parishes of Osgoldcross, with their Areas.—The following are the parishes of Osgoldcross, with their areas:—

	Area in Acres.		Area in Acres.
Ackworth,	2,643	Kirk Smeaton,	1,700
Adlingfleet,	5,615	Monk Hill (ex. par.),	4
Badsworth,	3,970	Nostel (ex. par.),	829
Burghwallis,	1,607	Owston,	3,039
Campsall,	9,716	Pontefract,	5,387
Castleford,	1,643	“ Park (ex. par.),	1,394
Castle Precincts (ex. par.),	8	Snaith (part of),	29,925
Darrington,	5,587	South Kirby (part of),	7,048
Featherstone (part of),	2,401	Whitgift,	9,941
Ferry Fryston,	3,065	Womersley,	7,013
Huntwick (ex. par.),	255	Wragby (part of),	1,430
Kellington,	7,490		
Kirk Bramwith,	2,110	Total,	113,830

THE TOWNS OF OSGOLDCROSS WAPENTAKE.—HISTORY OF THE
BOROUGH OF PONTEFRACT.

The ancient town and castle of Pontefract, situated a few miles north-west of the chief passage of the Aire, near Ferrybridge, and to some extent commanding the approach to York from the south, by the Great Northern Road which formerly intersected the whole county, was a place of great military strength, even in the Anglian times. After the battle of Hastings it was fortified with an immense castle by Ilbert de Laci, and remained the chief stronghold of the Norman power, in the south-eastern part of the West Riding, for some hundreds of years. It was the scene of frequent contests, and of many tragical events in the wars between the rival houses of York and Lancaster; and in the great Civil War the defence of Pontefract Castle by the royalists, was one of the most brilliant events of that memorable conflict. These events have been fully described in the first volume of this work.

Pontefract has returned two members to Parliament ever since the parliamentary system was introduced. It also received a charter from Roger de Laci, one of the early lords of the Honour of Pontefract, which was the model of the charters of Leeds and of other places. The country around Pontefract is extremely fertile; and minerals of great value, including building-stone of the finest quality, are also found at Knottingley, which is within the limits of the modern borough of Pontefract. The coal formation also extends to Normanton in this neighbourhood; and in the month of May, 1874, a rich and valuable bed of coal more than four feet thick

was discovered on the estates of Lord Houghton. This and similar discoveries may possibly restore the ancient prosperity which Pontefract possessed at the time when it was a great market, the chief feudal castle in the south-west of Yorkshire, and both a parliamentary and a municipal borough. At the Census of 1871 the parliamentary borough of Pontefract contained 2704 inhabited houses, and a population of 11,653 persons.

Pontefract is situated three miles from Castleford Railway station, near the confluence of the rivers Aire and Calder, and is also on the Wakefield and Goole Railway line. It is a clean, airy, and well-built town. Below the remains of Pontefract Castle stands the old church of All Saints, itself almost a ruin. Its walls fell before the cannon of the parliamentary generals after a resistance of nearly three years, in part of which both Cromwell and Fairfax were present. A priory and convent then annexed to it were totally destroyed. In 1837 the central tower and transepts were repaired and fitted for divine worship, and in 1866 a considerable sum was expended in restoring the same, and strengthening and supporting the ruins. The church appears to have been early decorated with perpendicular insertions. The tower contains a double geometrical staircase, worthy of notice. A singular inscription on a tomb in the churchyard attracts the attention of those curious in such matters. It runs as follows:—

“Eye findeth, heart chooseth ;
Love bindeth, death looseth :”

the four nouns being represented by symbols. By an Act of the 29th George III., the church of St. Giles superseded that of All Saints as the parish church. This ancient structure is in the Norman style, and has been frequently repaired. The Wesleyans, Primitive Methodists, Independents, Roman Catholics, and the Society of Friends, are all well represented by chapels and schools. There are also endowed free grammar schools. The mayor, four aldermen, and twelve councillors, constitute the corporation of the town. The quarter sessions are held the first whole week in April. The town hall is a good building. The market hall, open every Saturday for the sale of meat, poultry, eggs, and vegetables, was erected in 1859 at the cost of £11,000. Malting is largely carried on by several firms; iron foundries, breweries, tanneries, sack and hearth-rug making, machinery, and corn mills, supply the inhabitants with occupation. Pontefract is also celebrated for

its liquorice, made into "Pomfret cakes." Two newspapers are published here; the *Pontefract Telegraph*, established in 1857, and the *Pontefract Advertiser*.

The history of Pontefract, as we have stated, belongs mainly to its castle. Here lived and suffered Thomas Plantagenet, nephew of Edward I.; here resided John of Gaunt, duke of Lancaster; and in his early youth, Henry of Bolingbroke. Hither came as prisoner the unfortunate Richard II., and within these walls was murdered. The dukes of Bourbon and of Orleans, taken prisoners at Agincourt, were sent to Pontefract Castle, where they remained for many years, with an illustrious companion who afterwards joined them, the young king of Scotland, James I. After the battle of Wakefield the old walls received other prisoners; Nevile, earl of Salisbury, Sir Ralph Stanley, and other gallant Yorkists were here beheaded. Here also Earl Rivers, Sir Thomas Vaughan, and Sir Richard Gray, murdered by Richard III., filled up the sanguinary catalogue of noble sufferers. Shakspeare makes one of them exclaim:—

"Oh Pomfret, Pomfret! O thou bloody prison,
Fatal and ominous to noble peers!
Within the guilty closure of thy walls,
Richard the Second here was hacked to death:
And, for more slander to thy dismal seat,
We give thee up our guiltless blood to drink."*

Pontefract Castle previous to the Siege in the Great Civil War.—We have an account of Pontefract Castle while it was still in its glory and its strength. About ten years before the Great Civil War and the siege, which commenced in the year 1644, some travellers from Norwich passed through the town, and have left the following account of the castle as it then appeared:—"This town of Pomfret is an ancient corporation, consisting of a mayor, twelve aldermen, and a recorder, and hath two churches therein; there we lighted at the *Star*, and took a fair repast, to enable us the better to scale that high and stately, famous and princely, impregnable castle and citadel, built by a Norman upon a rock; which, for the situation, strength and largeness, may compare with any in this kingdom.

"In the circuit of this castle there are seven famous towers, of that amplitude and receipt as may entertain as many princes as sometimes have commanded this island. The highest of them is

* "Richard III."

called the Round Tower, in which that unfortunate prince (Richard II.) was enforced to flee round a post, till his barbarous butchers inhumanly deprived him of life. Upon that post the cruel hackings and fierce blows still remain. We viewed the spacious hall, which the giants kept, the large fair kitchen, which is long, with many chimnies in it. Then went we up and saw the Chamber of Presence, the Kings' and Queens' Chambers, the Chapel, and many other rooms, all fit and suitable for princes. As we walked on the leads which cover that famous castle, we took a large and fair prospect of the country twenty miles about. York we there easily saw and plainly discovered, to which place (after we had pleased the she-keeper, our guide) we thought fit to hasten, for the day was so far spent, and the weather such as brought us both late and wet into that other metropolitan city of our famous island. In our way as we travelled hither, we passed over two large rivers by two well-built and fair-arched bridges of stone, and had a cursory view *in transitu* of some gentlemen's seats of note."*

Knottingley.—Knottingley, formerly a chapelry of Pontefract, but now an ecclesiastical parish and part of that borough, is situated three miles east-north-east from the town, and is a railway station and a junction of considerable importance on the Great Northern Railway; it is also on the line of the Lancashire and Yorkshire Railway from Wakefield to Goole. It may be regarded as the centre of the district of magnesian limestone, and has great facilities for transit to all parts, by rail and canal. Its occupations and its population have greatly increased during late years. Lime-burning, glassworks, potteries, roperies, and yards for ship-building, have augmented the trade of the place. Though far inland, Knottingley has easy access to the Humber by the Aire and Calder Canal to Goole, and sea-faring men have long formed a considerable part of the population. The old church of St. Botolph has been found too small, and Christ Church, in another part of the town, has lately been erected, partly by aid from the Church Building Society. Wesleyans, Primitive Methodists, and Independents have chapels here, with schools attached to them; and a Mechanics' Institute and library efficiently aid the education and progress of the people. At the Census of 1871 the population was 4039.

* "Chapters of Yorkshire History," by James J. Cartwright, M.A. Cantab., of the Public Record Office, p. 326.

Castleford.—Castleford, a very ancient town which has increased rapidly during late years, stands at the junction of the Aire and the Calder, and on the site of the Roman station of *Lagecium*. Numerous Roman antiquities have been dug up in the neighbourhood. Situated on the edge of a coal-field and on a bed of clay, Castleford has recently made rapid progress, especially in its manufacture of bottles and earthenware. Considerable improvements have lately been made under the local Board of Health. Alluding to the confluence of the two rivers here, an old rhyme says:—

“Castleford maidens must needs be fair,
Because they wash both in Calder and Aire:”

but the fairness shown by the maidens of Castleford must now be ascribed to other causes; for the nymphs, Aire and Calder, themselves sadly need washing. The church of All Saints is a new structure. Wesleyans, Primitive Methodists, the United Methodist Free Church, and Independents, have chapels here, with schools attached to them. The population in 1861 was 4305, and in 1871, 7149.

Glass-Houghton is a manufacturing place situated on a bed of fine sand used for iron-founding and the glass manufacture. The population in 1861 was 489, and in 1871, 881.

HISTORY OF GOOLE.

Goole was formerly a township of the parish of Snaith, but is now a town and port, and an ecclesiastical parish in the lower division of Osgoldcross, rural deanery of Pontefract, and diocese of Ripon. The town and port of Goole have increased very rapidly. Owing chiefly to the enterprise of the Aire and Calder Navigation trustees, the insignificant village of half a century ago has grown into a port with bonding warehouses, trading with Holland, France, Germany, and Russia; exporting coal, woollen cloth, iron and cutlery, and importing corn, wool, and timber. This large trade has called forth the enterprise of several shipping and packet companies. The harbour consists of a basin 250 feet long and 200 feet wide, situate near the confluence of the artificial channel called the Dutch River with the Ouse. Two large docks communicate with the Ouse by locks, and capacious warehouses and a timber-pond adjoin. The heavy lock-gates are opened by hydraulic power, and a hoist here moved by the same power is capable of lifting at

once a weight of seventy-five tons. The sum expended on the works connected with the navigation of Goole has exceeded £1,000,000. There is railway communication with Leeds, Wakefield, Hull, and Doncaster. The town of Goole, consisting of wide, regular, and level streets, is neat, clean, and well paved. Among the chief public buildings may be named the modern church in the perpendicular style (St. John), for which the Aire and Calder Navigation Company gave the site and great part of the building materials; the court house; and the Goole Union house. The Wesleyans and the several bodies of the Methodists, the Independents, and the Roman Catholics, have places of worship here. The whole district, of which Goole forms a part, includes the land bounded on the west by a line from Thorne to Snaith, and on the east by the river Trent. This may be regarded as fertile soil won from the water, and forms a striking contrast with the sea-coast of Holderness, where for unnumbered centuries the sea has been wearing away the rich soil. *Old Goole* extends southward along the Ouse and is separated from the new town by the Dutch River, which is here crossed by a wooden bridge.

Goole Registrar's District (512), a seaport town and extensive agricultural district, covers an area of 43,443 acres. In 1801 it contained a population of 6700 persons, in 1861 of 15,153, and in 1871 of 17,270. *Registrars' Sub-districts*.—Goole is divided into three sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Swinefleet,	19,237	...	4,042	...	4,320
2. Goole,	10,546	...	6,994	...	8,754
3. Snaith,	13,660	...	4,117	...	4,196

Pontefract Registrar's District is chiefly agricultural, though on the eastern edge of the Yorkshire coal-field, and extending over an area of 54,037 acres. In 1801 it contained a population of 17,967 persons, and in 1861 of 28,238 persons, which number had increased in 1871 to 34,498. *Registrars' Sub-districts*.—Pontefract is divided into four sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Knottingley,	18,128	...	9,126	...	8,460
2. Whitley,	16,958	...	2,439	...	2,495
3. Pontefract,	12,734	...	8,113	...	9,775
4. Castleford,	6,217	...	8,560	...	13,768

In this district the increase of population in the townships of Snydale, Featherstone, and Purston Jaglin, as well as in Glass-Houghton and Methley, is attributed to the opening of new collieries, and the establishing of new glass-works in Castleford township. The lime and shipping trades of Knottingley had been for some time depressed, but soon revived, and there was an increase of population in Cridling Stubbs, caused by the increase of the lime trade.*

Hemsworth Registrar's District (504), a beautiful agricultural district to the south of Pontefract, extends over an area of 34,831 acres. In 1801 it contained a population of 6198, and in 1861 of 7793, which number had increased in 1871 to 8144. *Registrar's Sub-district*.—Hemsworth forms only one sub-district:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Hemsworth,	34,831	7,793	8,114

The Wapentake of Skyrack.—The wapentake, or hundred of Skyrack (the old Anglian mode of pronouncing the word “Shire-oak”), extends along the south bank of the river Wharfe and north bank of the river Aire, both which rivers are adorned with numerous parks and mansions, of which Harewood House, the chief residence of the earls of Harewood, and Temple Newsham, the residence of the Meynells and the Ingrams, are the most conspicuous; whilst the ruins of the beautiful abbey of Kirkstall, and other monastic houses, greatly enhance the interest of the scenery. The older part of Leeds is built on the northern bank of the Aire, and is in this wapentake. Though the northern side of that river is not so rich in minerals as the southern, it contains extensive beds of stone, iron, and coal, and of late years these have been fully developed. With this exception the river Aire had previously been regarded as the northern boundary line of the coal district, which extends from that river southward through Wakefield, Barnsley, Sheffield, Rotherham, and through Derbyshire and Nottinghamshire to the river Trent, and at some points far beyond it. The area of the wapentake, or hundred of Skyrack, is 106,362 statute acres.†

The Parishes of Skyrack, with their Areas.—The following are the parishes of Skyrack, with their areas:—

* Census. 1871. vol. ii. pp. 441, 442.

† Index to Ordnance Survey, 1871.

Area in Acres.		Area in Acres.	
Aberford,	4,227	Ilkley (part of),	3,822
Adel,	7,155	Kippax (part of),	3,614
Bardsey,	4,105	Leeds (part of),	11,637
Barwick-in-Elmet,	8,447	Otley (part of),	14,736
Bingley,	14,108	Swillington,	2,627
Collingham (part of),	1,880	Thornor,	4,888
Garforth,	1,752	Whitkirk,	5,637
Guiselley,	8,925		
Harewood (part of),	8,795	Total,	106,362

We have already described the ancient borough of Leeds, the largest town in Yorkshire, the population of which within our own recollection has increased from less than 60,000 to upwards of 270,000 inhabitants.

THE WATERING PLACE OF ILKLEY.

As a popular watering place the origin of Ilkley, in Skyrack wapentake, is of recent date. Its development as such covers little more than a quarter of a century, and within, at most, a single generation it has passed from the condition of a small village of thatched houses to that of a town laid out with regularity, and possessing many handsome streets and buildings. This was the site of the *Olicana* of the Roman Itinerary, and inscribed stones and other remains attest the presence in former times of the once dominant race. On the heather-covered hills above the town, which, under the name of Rumbald's Moor, skirt the southern bank of the river Wharfe for many miles, there are traces of still earlier occupation in the shape of cairns, hut circles, and other relics of pre-historic life. From the time when the Roman Itinerary was written until the latter half of the eleventh century, there is no mention in history of this secluded village in Wharfedale. In the Domesday Survey *Illicleia* is described as waste, and as belonging to William de Percy, as the successor of the dispossessed Saxon, Gamel. From the family of Percy the manor passed to that of Kyme, and thence to that of Middleton, a member of which is now the owner; his residence being Middleton Lodge, a Tudoresque building on the northern acclivity of the valley.

With the exception of the church, the ancient building on Castle Hill, and about a dozen thatched or grey-slatted humble tenements, the Ilkley of to-day is modern. It owes its development in a great measure to the delicious coldness of its springs, to hydropathy, and to the railway facilities which placed it within

less than an hour's journey of Leeds and Bradford. The slopes of Rumbald's Moor are now dotted with the elegant residences of merchants of those towns, and near them are handsome streets in which visitors during the "season" are lodged. The attention of hydropathists—earliest amongst the number being, we believe, the late Mr. Hamer Stansfeld—was first drawn to this locality by the existence on the hillside of a copious spring of pure water, which even in the heats of summer is very cold. As early as 1699, however, a small bath-house was built in which this water was used. Of the present hydropathic establishments, Ben Rhydding, an extensive structure in the Scottish baronial style, claims precedence of origin, having been opened in May, 1844; the premises, it may be remarked, being then of very limited extent as compared with their present dimensions. In May, 1856, Ilkley Wells House, a palatial building in the Italian style, was opened. The sites of both these great establishments are very fine, and the buildings are prominent objects in the scenery of this charming valley. There are in the town two smaller hydropathic establishments, Craiglands and Troutbeck. In visiting this spot for the improvement of health or for rest, the wealthy have not been neglectful of the needs of their poorer fellow creatures. The Ilkley Charity Hospital, and the Ilkley Hospital, both supported by subscriptions, aid yearly in the restoration to health of many poor persons, who, but for such succour, must have returned to work with diminished physical powers. By the liberality of Mr. C. Semon, a Bradford merchant, a Convalescent Hospital will shortly be added to the benevolent institutions of the town.

As Ilkley has grown, places of worship have increased. The most ancient of these is the parish church (All Saints), the architecture of which is a by no means unpicturesque blending of early styles. In the interior are brasses in memory of members of the Heber and Watkinson families. The well-known Bishop Heber was a member of the first-named family, the residence of which was at Hollin Hall, now a farm-house, the principal portion of which seems to date from the time of the Tudors. The family name is preserved in Heber's Gill, a charming ravine near the hall. In the churchyard, beneath the shadow of some fine trees, are the remains of three crosses, said to be Saxon, and curiously ornamented with figures and scrolls. Adjoining the churchyard is the old mansion known as the castle, which is supposed to stand on the site of the

Roman station; but the remains of masonry said to be Roman are probably the relics of a castellated residence of feudal times. To relieve the parish church, which is often inconveniently crowded, it has been decided to erect another church, and this project is likely soon to be carried out. The Wesleyan Methodists built a chapel here as early as 1834, capable of seating 300 persons. This body, a few years ago, erected a second and larger place of worship, a very handsome edifice. About the same time the Congregationalists raised a beautiful chapel here. The Society of Friends have also a place of worship in the town; and the Roman Catholics one at Middleton Lodge. There is a free grammar school, and several excellent private schools in the town.

Ilkley owes its reputation as a health resort to the purity and bracing quality of the air, the beauty and charming variety of its walks and scenery, the excellence of its water supply, and its proximity to so many interesting places; chief amongst them being Bolton Abbey, with its woods and lovely vistas, to which the visitor has access by permission of the duke of Devonshire. Below Ilkley, and on the north side of the Wharfe, is Denton Hall, which is interesting from its association with the Fairfax family.

The township business of Ilkley is managed by a local board, whose duties are by no means light in regulating the growth, and caring for the health of the community, which has been so rapidly developed.

Lower down the valley of the Wharfe is the pleasant country town of Otley, erected in the midst of beautiful parks and mansions and facing the lofty height of Otley Chiven, a name derived from the Celtic, *Kevn*.

HISTORY OF BINGLEY.

Bingley, four miles from Keighley and six from Bradford, had in 1871 a population of 9062 persons. The market is held on Tuesday, and fairs on January 25, August 25, and two following days, for horned cattle. This is one of the thirty-two lordships which the Conqueror gave to Erneis de Berun. How long he held it does not appear; but about the year 1120 it was the property of William Paganel, founder of the priory of Drax. His successors were the Gaunts; and William de Gaunt had a charter for a market here in the twelfth year of King John. The family of the Cantilupes afterwards became possessed of it; and in later times we find it in the hands, by purchase in 1668, of Robert Benson,

father of the first Lord Bingley. In the time of Dodsworth, who visited this place in 1621, "there was a park at Bingley and a castle near the church, on a hill called Bailey Hill," of which little more than the name and tradition now remain. The benefice, a vicarage, is valued in the parliamentary return at £138. The church, dedicated to All Saints, a plain and decent structure, was restored in the early part of the reign of Henry VIII. Here is a free grammar school, founded in the twentieth year of Henry VIII.

Besides the parish church there are in Bingley three Methodist chapels, one Baptist chapel, and an Independent chapel. The worsted manufacture is carried on in this town and neighbourhood to a considerable extent; and there are several large spinning mills, both of worsted and cotton.

About a hundred years ago was discovered at Morton, near Bingley, one of the most valuable deposits of Roman coins ever met with in Britain. It consisted of a very large quantity of denarii in excellent preservation, for the most part of Septimius Severus, Caracalla, and Geta, contained in the remains of a brass chest, which had probably been the military chest of a Roman legion, and had been deposited upon some sudden alarm in a situation which it had quietly occupied during a period of almost sixteen centuries.*

Wharfedale Registrar's District (490) includes the upper part of this beautiful valley, with a considerable portion of the adjoining hills, and extends over an area of 71,019 acres. In 1861 it contained a population of 32,693 inhabitants, which had increased to 39,142 at the Census of 1871. *Registrars' Sub-districts.* — Wharfedale is divided into four sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Horsforth,	12,158	9,110	9,688
2. Fewston,	25,361	2,870	3,309
3. Otley,	23,176	9,195	12,103
4. Yeadon,	10,324	11,518	14,042

The increase of population in the township of Ilkley (as already mentioned) is attributed to the opening of a line of railway to that delightful watering place from Leeds and Bradford, and also to its becoming the place of residence of many Leeds and Bradford merchants; at Adel-cum-Eccup to the establishment of a convalescent hospital (at Cookridge) for one hundred patients and their attendants; in Weston to the presence of workpeople with their families engaged in the construction of waterworks; in the town-

* Gentleman's Magazine, 1769, p. 377.

ships of Otley and Menston to the extension of printing, worsted, and other trades; and in Guiseley, Yeadon, and Baildon, mainly to the extension of the woollen and worsted trades.*

The Wapentakes of Agbrigg and Morley.—The wapentakes of Agbrigg and Morley, so named, apparently, from an ancient oak bridge and a moorish field, which in very ancient times seem to have formed the most remarkable objects in the district, extends from the borders of Lancashire along the whole course of the Calder and the greater part of the river Aire, to Normanton and the eastern extremity of the Yorkshire coal-field. It is one of the richest mineral and manufacturing districts of England, supplying nearly eight million tons of coal yearly at the present time, which forms the chief part of the fuel used in the manufacturing towns and the numerous and populous villages of the woollen district, as in former times the numerous streams of the district supplied the greater part of the water-power. The population of this district, including both the town and the country, amounted to upwards of 454,020 at the Census of 1871; and at the present time (1875), the industry of the great population of the woollen district of Agbrigg and Morley gives employment to about the third part of all the spindles, power-looms, and the other machines which are employed in carrying on the textile manufactures of the United Kingdom.

The Area of the Wapentakes of Agbrigg and Morley and their Parishes.—The area of the wapentake or hundred, or combined wapentakes or hundreds of Agbrigg and Morley, which are given together in the Ordnance Survey, is 314,279 statute acres.† The following are the parishes of these wapentakes, some of which it will be seen are of gigantic size:—

Area in Acres.		Area in Acres.	
Almondbury,	30,583	Leeds (part of),	9,934
Batley,	6,285	Methley,	3,492
Birstal,	13,976	Mirfield,	3,764
Bradford,	32,929	Newland (ex. par.),	310
Calverley,	8,900	Normanton,	4,124
Crofton,	1,519	Rochdale,	18,796
Dewsbury,	10,101	Rothwell,	9,009
East Ardsley,	1,818	Sandal Magna,	7,693
Emley,	4,187	Thornhill,	8,120
Featherstone (part of),	2,050	Wakefield,	10,056
Halifax,	82,539	Warmfield,	2,778
Huddersfield,	16,230	West Ardsley, or Woodkirk,	2,326
Kirkburton,	15,818		
Kirkheaton,	6,930	Total,	314,279

* Census of 1871, vol. ii. p. 436.

† Index to Ordnance Survey, 1871.

THE WOOLLEN, WORSTED, AND MANUFACTURING DISTRICT OF THE
WEST RIDING.

Aspect of the Agbrigg and Morley District in the Reign of George II.—When Daniel Defoe, in the course of his travels through Great Britain, visited this part of Yorkshire at the beginning of the reign of George II., about the year 1727, he described it as already one great hive of industry from the borders of Lancashire to beyond the town of Leeds, although at that time the population was not much more than a tenth part of what it is at present. He then said that the “whole country, however mountainous, was yet infinitely full of people. Those people are full of business, not a beggar nor an idle person to be seen, except here and there an almshouse, where people, ancient, decrepid, and past labour, might perhaps be found; for it is observable,” he adds, “that the people here, however laborious, generally live to a great age—a certain testimony to the goodness and wholesomeness of the country, which is without doubt as healthy as any part of England. Nor is the health of the people lessened, but helped and established by their being constantly employed, and as we call it, ‘their working hard;’ so that they find a double advantage by their being always in business. Their business is the clothing trade, for the convenience of which the houses are scattered and spread upon the sides of the hills, even from the bottom to the top. The reason of their being thus placed is this: such has been the bounty of nature that two things essential to the business, as to the ease of the people, are found here, and that in a situation that I never saw the like of in any part of England; and I believe the like is not to be seen so contrived in any part of the world; I mean coals and running water on the tops of the highest hills. This seems to have been directed by the wise hand of Providence for the very purpose which is now served by it, namely, the manufactures which otherwise could not be carried on: neither, indeed, could one-fifth part of the inhabitants be supported without them, for the land could not maintain them.”

With regard to the parish of Halifax, Defoe states that there were in it at that time (1727), besides the parish church, twelve or thirteen chapels of ease, in addition to about sixteen dissenting chapels. The population of the whole parish of Halifax, he says, was then estimated to be 100,000; but there was no enumeration of the people at that time, and those numbers were too high. At Halifax it

was wonderful to see the multitude of people who thronged thither, as well to sell their manufactures as to buy provisions. Of the country between Halifax and Leeds, passing through Bradford, he says, "Every way to the right hand and to the left the country appears busy, diligent, and even in a hurry of work." Birstall he speaks of as already a little town, and the surrounding villages as large, full of houses, and those houses thronged with people, "for the whole country," he says, "is infinitely populous." This animated description of Defoe is just as applicable to present times as it was to those in which he wrote; the only difference being that the clothing district of Yorkshire, and more especially the wapentakes of Agbrigg and Morley, with their great towns of Leeds, Bradford, Halifax, Huddersfield, Dewsbury, Wakefield, and some thirty or forty large places, which would be called towns anywhere else, scattered over the surface of the whole district, now contain a thousand persons where he found a hundred at the time when the present royal family ascended the throne of England.

The Machinery of the Manufacturing District.—In addition to the multitudes of men, women, and children, all intent on the purposes of industry, who crowd this busy district, it gives employment to a greater number of machines for augmenting the power of human labour than any other part of England, with the exception perhaps of the country on the opposite side of the hills in South Lancashire. In the Mineral Statistics of the United Kingdom, p. xvi., published in October, 1874, we are informed that the approximate number of factories at work and spindles running in the United Kingdom at that time was as follows:—

Manufactures.	No. of Factories.	No. of Spindles Running.	No. of Power Looms.
Cotton,	2,500	34,000,000	450,000
Flax,	500	1,500,000	32,500
Hemp, jute, and shoddy,	220	150,000	700
Silk,	700	750,000	10,000
Woollen,	220	2,500,000	—
Worsted,	650	1,750,000	56,000

Pretty nearly the whole of the factories employed in the woollen and worsted manufactures are in the West Riding of Yorkshire, and most of them in the wapentakes of Agbrigg and Morley, or immediately adjoining. A large proportion of the flax, hemp, jute, and shoddy manufactures are also in the same district, and a con-

siderable number of cotton mills. We should be disposed to take the proportion of the factories and machinery of Yorkshire at something between a fourth and a third part of those of the United Kingdom.

The Coal Mines of Agbrigg and Morley.—An immense supply of fuel is of course requisite to keep in work this vast multitude of machines; and it is a great satisfaction to know that the supply of coal furnished by the coal-fields of the West Riding is larger at present than it ever was at any previous time. The following official report, contained in the Mineral Statistics of the United Kingdom of Great Britain and Ireland (p. 132), published in October, 1874, is the latest and most complete return of the present state of the coal supply furnished by official authority. Mr. Wardell, the inspector of coal mines in Yorkshire, gives his returns for each of the colliery districts, as follows:—

No. of Collieries.	Districts.	Coal produced. Tons.	No. of Collieries.	Districts.	Coal produced. Tons.
4	Bingley,	36,600	10	Pontefract,	723,828
55	Barnsley,	3,646,109	24	Rotherham,	2,571,630
50	Bradford,	699,496	45	Sheffield,	1,427,042
32	Dewsbury,	479,649	58	Wakefield,	1,207,071
31	Halifax,	73,384	6	Saddleworth, Settle, & Skipton,	12,601
32	Huddersfield,	77,016			
13	Holmfirth,	36,731			
119	Leeds,	3,150,933	491	Total produce of York- shire,	15,311,778
7	Normanton,	1,144,644			
5	Penistone,	25,044			

Progress of Population from 1801 to 1871.—The wapentakes of Agbrigg and Morley are divided, in taking the census, into the districts of Todmorden, Saddleworth, Huddersfield, Halifax, Bradford, Leeds, Hunslet, Holbeck, Bramley, Dewsbury, and Wakefield. The following extracts from the censuses of 1801, 1861, and 1871 will show what has been the progress of each of those districts in population between the first and last of those periods. We begin at the extreme west, and amongst the hills at Todmorden.

Todmorden Registrar's District (492) stands at the point where the river Calder flows down into Yorkshire, and on the eastern edge of the coal-field of Lancashire. It contains an area of 35,752 acres, chiefly of mountain land, but is intersected by numerous fine streams. In the year 1801 it contained a population of 15,550 inhabitants, and in 1861 of 31,113, which number had increased in

1871 to 32,323. *Registrars' Sub-districts*.—Todmorden is divided into two sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Hebden Bridge,	35,752	{	10,826	...	11,193
2. Todmorden,			20,287	...	21,130

Saddleworth Registrar's District (493), which includes the highest parts of the western hills of Yorkshire, and is intersected by the river Tame flowing into the Mersey, extends over an area of 18,797 acres, and contained in 1801 a population of 10,665 persons, in 1861 of 18,631, and in 1871 of 19,923. *Registrars' Sub-districts*.—Saddleworth is divided into two sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Delph,	6,479	...	9,754	...	9,966
2. Upper Mill,	12,318	...	8,877	...	9,957

Huddersfield Registrar's District (494) extends over an area of 71,586 acres. We have already traced the history of the borough of Huddersfield (vol. ii. pp. 419–443). At the census of 1801 this district contained 47,079 inhabitants, and in 1861, 131,336, which number had increased in 1871 to 140,151. *Registrars' Sub-districts*.—Huddersfield is divided into eleven sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Slaithwaite,	13,135	...	7,971	...	8,159
2. Meltham,	6,526	...	6,840	...	7,092
3. Honley,	3,230	...	5,723	...	5,998
4. Holmfirth,	8,250	...	10,845	...	9,446
5. Newmill,	9,057	...	6,322	...	5,774
6. Kirkburton,	8,784	...	12,501	...	12,115
7. Almondbury,	4,421	...	11,063	...	12,270
8. Kirkheaton,	6,931	...	11,923	...	12,687
9. Huddersfield,	4,055	...	34,877	...	38,654
10. Lockwood,	970	...	9,488	...	11,575
11. Golcar,	6,227	...	13,783	...	16,381

The commissioners for taking the census state that the increase of population in Golcar, Longwood, and Lindley is attributed to the introduction of power-loom weaving, and to the erection of mills for the manufacture of cloth; in Lockwood to its favourable position with respect to railway and canal communication, or the erection of new mills, &c.*

Halifax Registrar's District (495) extends over an area of 56,864 acres. In 1801 it contained a population of 52,027 persons, and in 1861 of 128,673, which number had increased in 1871 to 153,266. We have already traced the history of the borough of

* Census, vol. ii. p. 437.

Halifax (vol. ii. pp. 353-415). *Registrars' Sub-districts*.—Halifax is divided into ten sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Rastrick,	2,306	4,904	6,365
2. Brighouse,	5,668	9,992	12,814
3. South Oworm,	2,546	7,245	8,210
4. Halifax,	2,329	36,437	47,270
5. Elland,	5,783	13,373	15,270
6. Ripponden,	13,239	6,620	6,463
7. Sowerby,	14,821	13,945	15,480
8. Luddenden,		5,850	6,511
9. Ovenden,	5,350	11,067	11,698
10. North Oworm,	4,822	19,240	23,185

The Census Commissioners observe, that the large increase in the population of Halifax, as well as of the townships of Rastrick, Hipperholme-with-Brighouse, South Oworm, Warley, and North Oworm, is attributed to the erection of many new mills, and to the extension of the woollen and other manufactures. It is stated that the increase of population in North Oworm is mainly attributable to the extension of carpet, worsted, and cotton manufactures, and the consequent influx of numbers of the operative classes into that township, which includes Queensbury, Catherine Slack, Ambler Thorne, and Shibden Head.

Bradford Registrar's District (496).—This district extends over an area of 41,610 acres. In 1801 it contained 42,780 inhabitants; in 1861, 196,475; and in 1871, 257,713. We have already traced the history of the borough of Bradford (vol. ii. pp. 242-347). *Registrars' Sub-districts*.—Bradford is divided into thirteen sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Cleckheaton,	4,102	10,446	13,605
2. Drighlington,	3,793	7,309	8,617
3. North Bierley,	3,342	12,500	14,433
4. Bowling,	1,561	14,494	20,982
5. Bradford, East end,	1,230	28,579	41,302
6. " West end,	365	20,067	23,138
7. Horton,	3,352	43,078	60,408
8. Thornton,	6,529	13,282	15,579
9. Wilsden,	4,487	4,902	6,033
10. Shipley,	2,729	8,773	13,686
11. Idle,	4,394	14,574	18,929
12. Calverley,	3,180	5,559	7,024
13. Pudsey,	2,546	12,912	13,977

The commissioners say:—"The increase of population in the townships of Bradford, Bowling, Idle, and Eccleshill, is attributed

to the prosperous condition of the staple-trade of the district, viz., the manufacture of worsted stuff goods, and the consequent great demand for labour. The increase of population in the townships of Wyke and Cleckheaton is attributed to the erection of carpet and other manufactories. The increase in the population of Tong is attributed to the erection of worsted and carding mills, and the opening of new collieries."*

THE BOROUGH AND PARISH OF LEEDS.

We have already had the pleasure of tracing the history of our native town of Leeds. The following particulars will show its growth during the present century.

Hunslet Registrar's District (497).—This superintendent registrar's district, which forms part of the suburbs of the town of Leeds, extends over an area of 12,010 acres. In 1861 it contained 33,586 inhabitants, and in 1871 the number had increased to 46,274. *Registrars' Sub-districts*.—Hunslet is divided into three sub-districts:—

	Area in Acres.	Population in 1861.		Population in 1871.	
1. Hunslet,	1,152	...	25,763	...	37,289
2. Whitkirk,	5,741	...	3,701	...	4,194
3. Rothwell,	5,117	...	4,122	...	4,791

The increase of population in the township of Hunslet is attributed to the extension of the various branches of the iron trade.

Holbeck Registrar's District (498), another part of the suburbs of Leeds, has an area of 2668 acres. In 1861 it contained 19,935 inhabitants, and in 1871, 21,617. *Registrars' Sub-district*.—Holbeck is given in one sub-district:—

	Area in Acres.	Population in 1861.		Population in 1871.	
1. Holbeck,	2,668	...	19,935	...	21,617

Bramley Registrar's District (499) is another great suburb of Leeds, and has an area of 7597 acres. In 1861 it contained a population of 33,247 persons, which number had increased in 1871 to 44,441. *Registrars' Sub-districts*.—Bramley is divided into three sub-districts:—

	Area in Acres.	Population in 1861.		Population in 1871.	
1. Bramley,	2,505	...	8,690	...	9,882
2. Gildersome,	993	...	2,701	...	3,448
3. Wortley,	4,099	...	21,856	...	31,111

The increase of population in Gildersome is accounted for by the

* Census, vol. ii. pp. 438-39.

extension of coal mines, and that of Wortley and Armley by the erection of several large iron and other manufactories.

Leeds Registrar's District (500), including that part of the ancient borough which lies to the north of the river Aire, covers an area of 13,755 acres. In 1801 the population was 30,669 persons; in 1861, 134,006; and the number had increased in 1871 to 162,421. *Registrars' Sub-districts.*—Leeds is divided into five sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. South-east Leeds,	853	...	29,196	...	29,124
2. North Leeds,	640	...	41,136	...	49,628
3. West,	1,243	...	47,234	...	60,610
4. Kirkstall,	3,183	...	9,674	...	13,942
5. Chapeltown,	7,836	...	6,766	...	9,117

The commissioners state that the increase in the north-west and the westward of Leeds is attributed to the erection and extension of manufactories, and to the demand for labour. In Mill-hill ward there is a decrease of population, owing to the demolition of houses for street improvements and railway extension, and to the conversion of dwelling houses into warehouses. The increase of population in the townships of Headingley-with-Burley, Potter Newton, and Chapel Allerton, is attributed to the removal of many of the inhabitants, from the more central part of the town of Leeds, to those pleasant suburban districts.*

Dewsbury Registrar's District (501) extends over an area of 25,284 acres. In 1801 it contained a population of 29,730 persons, and in 1861 of 92,883, which number had increased rapidly up to 1871, when it amounted to 124,286. *Registrars' Sub-districts.*—Dewsbury is divided into nine sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Morley,	2,765	...	6,840	...	9,607
2. Batley,	2,039	...	14,173	...	20,871
3. Gomersal,	3,254	...	11,230	...	12,880
4. Liversedge,	2,827	...	14,520	...	19,403
5. Mirfield,	3,765	...	9,263	...	12,869
6. Dewsbury,	1,468	...	18,148	...	24,764
7. Soothill,	2,459	...	6,238	...	8,396
8. Ossett,	3,105	...	7,950	...	9,190
9. Thornhill,	3,602	...	4,521	...	6,306

The commissioners state that the increase of population in the township of Dewsbury is attributed to the extension of woollen manufactures, and the consequent influx of workpeople from the surrounding country. These causes, with the extension of col-

* Census, 1871, vol. i. p. 440.

lieries, also account for the increased population of the neighbouring districts of Morley, Batley, Gomersal, Liversedge, Mirfield, Ossett, and Thornhill.

Wakefield Registrar's District (502), a rich mineral district extending over an area of 41,989 acres, and containing in 1801 a population of 27,617 persons; in 1861, of 53,048; and in 1871, of 68,786. *Registrars' Sub-districts*.—Wakefield is divided into seven sub-districts:—

	Area in Acres.		Population in 1861.	Population in 1871.
1. Bretton,	10,172	...	5,057	5,103
2. Sandal,	15,084	...	7,438	13,386
3. Stanley,	4,674	...	8,237	10,305
4. Wakefield,	758	...	17,611	21,076
5. Horbury,	1,279	...	3,246	3,977
6. Alverthorpe,	3,345	...	6,645	8,135
7. Ardsley,	6,677	...	4,814	6,804

The commissioners say that the increase of population in the township of Wakefield is attributed to the extension of ironworks, to the establishment of rope, twine, thread, and other manufactories, and to the general prosperity of trade. In Sandal Magna it is attributed to the extension of the suburbs of the borough of Wakefield; and in the parish of Crofton, and the townships of Sharlston, Normanton, and Altofts, to the extension of ironworks and collieries. The increase in the township of Horbury is attributed to the improvement of the worsted and woollen mills, to the erection of new mills, and to the facilities for communication by railway and canal. In East Ardsley, West Ardsley, and Loft-house, the increase is attributed to the erection of large ironworks, and the opening of new collieries and stone quarries.*

THE COAL, IRON, AND STEEL DISTRICTS OF SOUTH YORKSHIRE.

The three southern wapentakes of the West Riding—Staincross, Strafforth, and Tickhill—are as remarkable for the extent of their coal and iron, as the wapentakes of Agbrigg and Morley, just described. But the mineral wealth of South Yorkshire is applied to totally different purposes, and the forms of industry and occupations of the people to which it gives rise are also entirely different, as will be seen from the following details:—

The Wapentake of Staincross.—The small, but rich and beautiful wapentake or hundred of Staincross (no doubt named from some

* Census, 1871, vol. ii. p. 441.

cross of stone, for which especial veneration was felt in ancient times) is rich in coal and iron. Defoe, writing in 1727, says, that about Barnsley he found the country covered with heath, giving a black hue or colour to the moors, "like Bagshot Heath near Windsor." The Dearne and the Don are the rivers of this district, whose prosperity dates from the time when they were made navigable, and were connected with the Calder near Wakefield and the Don near Sheffield.

Area of Staincross and its Parishes.—The area of this wapentake is 84,961 statute acres. The following are its parishes, with their areas:—

Area in Acres.		Area in Acres.	
Cawthorne,	3,707	Royston,	12,992
Darfield (part of),	5,038	Silkstone,	13,597
Darton,	4,358	Tankersley,	8,078
Felkirk,	6,069	Wragby (part of),	1,657
Hemsworth,	4,161		
High Hoyland,	2,525	Total,	84,961
Penistone,	22,775		

HISTORY OF THE BOROUGH OF BARNSELY.

The flourishing municipal borough of Barnsley is connected with the Midland Railway, by a branch from Cudworth Bridge. It has also railway communication with Wakefield, Penistone, and Manchester. Barnsley is the capital of the rich coal district of South Yorkshire. The church of St. Mary has lately undergone much alteration and improvement, and the stone-work of a new east window has been inserted. The roof and walls of the clerestory have been well painted with a floral and leaf pattern which has a good effect, and new oak stalls have been provided. The best part of the structure is the old tower, in which are eight bells. On the southern side of the church-field new schools were built in 1867 for boys, girls, and infants. The Barnsley church registers begin in the year 1568, and are in excellent condition.* Wire-drawing was formerly the principal trade of Barnsley, but it gave place to the manufacturing of flax, bleaching of linen yarns, weaving of linen cloth, ducks, diapers, damasks, &c., which is carried on to a considerable extent. Here are also extensive iron foundries for the casting and making of steam-engines, pots, grates, &c. Great quantities of grindstones are obtained in this neighbourhood. Most productive coal mines are also wrought here; the Barnsley bed is

* "Walks about Wakefield," by W. S. Banks, pp. 365-66.

from ten to twelve feet thick, and is the richest in Yorkshire. Barnsley is the recognized centre of the Yorkshire coal trade, and towards the close of 1874 the Miners' Association took possession of a handsome building specially erected for it. Barnsley is well situate for trade, and in addition to its ample supply of fuel and its railways, it enjoys the advantage of canal and river navigation. There is a free grammar school here, founded and endowed by Thomas Keresforth, Gent., in the year 1665; also chapels for the Independents, Methodists, and Catholics. The town contains a statue to the eminent railway engineer, Joseph Locke, who was a large benefactor to its charities, and founded a public park for the enjoyment of the inhabitants.

Joseph Locke, the eminent civil engineer, and one of the ablest of the pupils and assistants of George Stephenson, was a native of Barnsley, and to the end of his life showed a warm regard for that place. He was the founder of the People's Park at Barnsley; and after his death his wife, an accomplished woman, added to his gifts to his native town. Just within the entrance of the park is an excellent statue of Joseph Locke, on a pedestal. The attitude is easy and agreeable, and the likeness good. The park was opened on the 10th June, 1862. The views from the park are extensive, stretching over many miles of hill and valley, including the valley of the Dove and the hills of Hoyland and Stainborough. The grounds of Wentworth House, above Elsecar, are seen; also south-west Wharnccliffe woods and cliffs, over the village of Pilley, and the lofty hills beyond Sheffield. Barnsley is in the parish of Silkstone, and the population of the borough at the Census of 1871 was 23,021.* The municipal charter of Barnsley was granted, and the first town council was elected on the 7th September, 1869. The first mayor of Barnsley was chosen on the 10th of September following. From the number of its inhabitants, and of the rapidly increasing sources of its wealth, Barnsley will probably soon rise to the dignity of a parliamentary borough.

The whole country between the Calder and the Don abounds with magnificent and beautiful mansions, parks, and remains of antiquity. Amongst these are the ruins of Sandal Castle, which we have already mentioned, first as the residence of the earls of Warren, and afterwards of the dukes of York of the race of Plantagenet; Bretton Park, the seat of the Beaumonts, with the

* Census, 1871, vol. iv. p. 80.

remains of the ancient priory which formerly adorned it; Woolley Park, one of the residences of the Wentworths; Cheviot Park, the residence of the Pilkingtons; Waterton Park, the curious and beautiful residence in our own times of the celebrated Charles Waterton, and of his ancestors from time immemorial; Wentworth Castle, built by a descendant of the great earl of Strafford; Wharnccliffe and Wortley, the residence for many hundred years of the ancient family of Wortley; Wentworth Wood-house, the magnificent seat of Earl Fitzwilliam, the lord lieutenant of the West Riding, and the representative of a family which has been distinguished for hundreds of years for its great civic virtues as well as for its ancient descent; Conisbro', one of the ancient castles of the Anglian kings, and afterwards of the earls of Warren; further towards the south Sandbeck Park and Hall, the Yorkshire residence of the extremely ancient family of the Lumleys, earls of Scarborough, and adjoining it the small, but beautiful, ruins of Roche Abbey, and the remains of the ancient castle of Tickhill. The southern part of this district as it was in former times, and is in some degree to the present, is well described in the opening chapter of Scott's "Ivanhoe," as "that pleasant district of Merry England which is watered by the river Don, and where there extended in ancient times a large forest, covering the greater part of the beautiful hills and valleys which lie between Sheffield and the pleasant town of Doncaster. The remains of this extensive wood are still to be seen at the noble seats of Wentworth, of Whornccliffe Park, and around Rotherham. Here haunted of yore the fabulous dragon of Wantley; here were fought many of the most desperate battles during the civil wars of the Roses; and here also flourished in ancient times those bands of gallant outlaws, whose deeds have been rendered so popular in English song."

Barnsley Registrar's District (505) extends over an area of 34,843 acres. In 1801 it contained a population of 11,345 inhabitants, and in 1861 of 45,797, which had increased in 1871 to 57,212. *Registrars' Sub-districts*.—Barnsley is divided into four sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Darton,	11,311	...	4,450	...	5,528
2. Barnsley,	9,219	...	25,468	...	32,031
3. Darfield,	8,815	...	10,028	...	13,158
4. Worsbrough,	5,498	...	5,851	...	6,495

The commissioners state that the increase of population in the townships of Barnsley and Dodworth is attributed to the opening

of several new collieries, the extension of the iron trade, and the development of the linen and woollen trades; and in Darfield, Wombwell, and Nether Hoyland, to the extension of the coal trade.*

Wortley Registrar's District (506): this beautiful district includes much of the finest scenery in the south of Yorkshire, reaching to the western mountains, and extending over an area of 93,458 acres. In 1801 it contained 18,266 inhabitants, and in 1861, 38,511, which number had increased in 1871 to 44,985. *Registrars' Sub-districts*.—Wortley is divided into six sub-districts:—

	Area in Acres.		Population in 1861.	Population in 1871.
1. Cawthorne,	8,969	...	4,825	5,092
2. High Hoyland,	4,878	...	3,569	3,407
3. Penistone,	21,915	...	6,025	7,179
4. Wortley,	8,079	...	2,524	2,884
5. Ecclesfield,	11,192	...	12,479	15,171
6. Bradfield,	38,425	...	9,089	11,252

The Census Commissioners state that the increase of population in Penistone township is attributed to the establishment of works for the manufacture of steel; at Tankersley, to the extension of collieries; and in Ecclesfield to the increase of coal mines and ironworks. In Bradfield it was attributed to the demand for labour, arising from the construction of reservoirs by the Sheffield Water-works Company. †

Strafforth and Tickhill Wapentakes.—The first name of these two combined wapentakes is the old designation, written Straforde in Domesday, and is no doubt named from the ancient Roman road which ran through the whole district. The second is derived from the site of a great castle, which existed at Tickhill, the Anglian name probably being Teiche-hill, or the entrenched hill, situated on the southern border of Yorkshire. Throughout the district a strip of magnesian limestone divides the new red sandstone, on the east, from rich coal fields lying on the west. These formations have supplied the means for that great development of industry which has taken place in this south-west part of Yorkshire. The whole of this district may be described as a sylvan region of ancient times, now more or less invaded by collieries and ironworks. Close to the rich woodlands, that once, perhaps, supplied charcoal for smelting ore, lie beds of ironstone, and not far off the beds of coal which now supply much more abundant fuel. Thus this tract of country included in itself the causes

* Census, 1871, vol. ii. p. 443.

† Ibid.

of the destruction of its own beauties, and its natural wealth has been fatal to its sylvan glories. Yet vestiges of that beauty still remain. Here, amid gently undulating slopes, sometimes rising to bold heights, lie valleys watered by winding streams, with rocks jutting out from the midst of rich foliage; and here and there bolder heights, not shut in too closely by higher moors, command extensive views over rich basins of pasturage and foliage. Collieries and fine woodlands are still seen side by side, on the way from Barnsley to Sheffield and Silkstone, which last lies in a pleasant woodland valley. From such scenes as are found amongst the romantic woods of Wharncliffe we have only a few miles of rail to run over, and we are in Sheffield, with its immense and varied forms of industry, already described in this work. While this marvellous transformation has been in progress in the south-west, another change has taken place in the extreme north-east, or the tract of Thorne Waste and Hatfield Chase. There the ill-remunerated and unappreciated energy of an adventurous Dutchman, Cornelius Vermuyden, in the reign of Charles I., converted enormous swamps into fertile fields by an immense network of drains.

Associations of this district with the events of English history belong chiefly to the castles of Tickhill, Conisborough, Sheffield, and to the ancient town of Doncaster. Of the great and flourishing borough of Sheffield, the capital of South Yorkshire, we have already written the history (vol. ii. pp. 470-507). Of monastic ruins the district has little to show, and it must be regretted by the antiquary that the scanty remains of Roche Abbey, which were almost buried in a thicket once, were considerably injured about a hundred years ago under the pretence of restoration or improvement made by the notorious "Capability Browne." Among the churches of the district are several well worthy of notice. Silkstone with its fine tower; Rotherham, one of the finest old churches in Yorkshire; Ecclesfield, well restored and preserved; and Laughton-en-le-Morthen, with its far-seen spire—must be named. Thorpe-Salvin is noted for its sculptured font and Norman portal. Tickhill contains some remarkable effigies, and the new church of Doncaster is a splendid example of the skill of Sir G. G. Scott. Of halls and mansions, both old and modern, this south-west of the county has some of the most interesting. Wortley, with the magnificent woods and rocks of Wharncliffe, is an object of unceasing

admiration. Wentworth Wood-house (near Rotherham), the splendid seat of Earl Fitzwilliam (formerly of the marquis of Rockingham), and Wentworth Castle (near Barnsley), the seat of F. Vernon, Esq. (and once the residence of the great earl of Strafford), may be noticed for their fine collections of pictures, as well as for their great historical interest. The picturesque park at Thryberg is still beautiful. Tankersley Park, once famous for its yew trees of enormous age and growth, has suffered more than other sylvan retreats in the transformation of the district; for beds of coal and ironstone, and the chimneys of furnaces, are its close neighbours.

The Parishes of Strafforth and Tickhill, with their Areas.—The following are the parishes of Strafforth and Tickhill, with their areas :—

Area in Acres.		Area in Acres.	
Adwick-upon-Dearne,	1,142	Kirk Sandall,	1,637
Adwick-le-Street,	2,938	Laughten-en-le-Morthen,	17,386
Arksey,	5,133	Maltby,	4,645
Armthorpe,	2,923	Mare,	1,820
Aston,	3,329	Malton-on-the-Hill,	1,525
Barnbrough,	2,125	Mexbrough,	2,366
Barnby-upon-Don,	4,179	Ravenfield,	1,235
Blyth,	3,039	Rawmarsh,	2,578
Bolton-upon-Dearne,	2,323	Rossington,	3,051
Braithwell,	2,962	Rotherham,	13,585
Brodsworth,	3,120	Sheffield,	19,650
Cantley,	5,590	South Kirkby (part of),	238
Catch Acre (ex. par.),	3 roods	Sprotbrough,	3,966
Clayton,	1,589	Stainton,	2,857
Conisbrough,	4,558	Thorne,	12,408
Crowle,	1,281	Thryberg,	1,707
Darfield (part of),	9,047	Thurnscoe,	1,672
Dinnington,	709	Tickhill,	6,778
Doncaster,	8,843	Todwick,	1,807
Ecclesfield,	49,616	Treeton,	3,363
Edlington,	1,757	Wadworth,	3,133
Finningley,	3,076	Wallingwells (ex. par.),	351
Fishlake,	8,190	Warmsworth,	1,074
Handsworth,	3,637	Wath-upon-Dearne,	11,045
Harthill,	3,565	Whiston,	3,189
Hatfield,	17,423	Wickersley,	1,273
Hickleton,	1,060		
Hooton Pagnell,	2,628	Total,	281,204
“ Roberts,	1,056		

HISTORY OF THE BOROUGH OF DONCASTER.

This pleasant town is one of the oldest in Yorkshire. It takes its name from the river Don, which flows through it,

and is mentioned under its Roman name of Danum both in that Roman road book, the "Itinerary" of Antoninus, where it is spoken of as a military station on the great road from Eboracum, or York, to Londinum, or London; and also in the military court calendar, named the "Notitia," in the account of the officers and commanders of the Roman troops, who still remained in Britain down to the reign of Honorius and Arcadius, the emperors in whose time the Roman armies finally departed. At the latter period Danum was occupied by a body of Roman cavalry named the Crespian horse, under the personal command of the prefect of Britain, which was no doubt intrusted with the double duty of assisting to defend the Roman wall from the Caledonians, and the shores of the Don and the Humber from the Angles and Saxons, whose ships already cruised in the German Ocean, and threatened every part of the British coast. Doncaster was again laid waste in the Danish invasion of England, the Danes entering the mouth of the river Don in sailing up the Humber and the Ouse in their expeditions to York, which city they captured about A.D. 867. After plundering they ultimately settled here, and in course of time became a Christian and a comparatively civilized people. The termination of the present name of Doncaster, originally derived from the Latin word, *castrum*, is said to be the Norse or Danish form of the word, which the Angles and Saxons pronounced *chester* or *cester*, as in the names of the ancient Deva, the modern Chester, and in Chesterfield. Danum, the Campodunum of the "Saxon Chronicle," was a place of note under the kings of Deira; but a dreadful fire breaking out A.D. 759, the town was reduced to ashes. The Roman road, out of which the Great Northern Road of England was formed, ran through Doncaster. Several events in history are naturally associated with this ancient town. Here Thomas Plantagenet, the second earl of Lancaster, in 1321-22, in his insurrection against his cousin, Edward II., collected the army which was finally routed at Boroughbridge. During the "Pilgrimage of Grace," or rising of the Roman Catholics of the North in the reign of Henry VIII., the king's army occupied Doncaster when the insurgents were marching thither from Pontefract; and on the north bank of the Don, near the bridge, the insurgent leaders drew up their forces and held a conference with the duke of Norfolk, the commander of the king, who promised a free pardon on condition that they

would disband their forces. The town is pleasantly situated, and though now greatly changed by the railway and its extensive works, Doncaster is still remarkable for its cleanliness and quiet; always excepting, as relates to its quiet, at the time of the celebrated races. The old parish church, famed for its beautiful tower, was burnt down in 1853; but its successor is a splendid building, and is generally allowed to be one of the greatest works of the architect, Sir Gilbert G. Scott. The new organ, built by Schultze of Paulinzelle, near Erfurt, is worthy of the church, and perhaps this may be hardly sufficient praise, for while it is almost the largest church organ in England, and occupies, with its 6000 pipes, an area of 900 square feet, it is even more remarkable for the grandeur and mellow quality of its tone than for its size. The whole cost of the church and organ, the erection of which was chiefly due to the influence of the late Sir Edmund Beckett, Bart., was about £45,000. The other two churches in Doncaster—St. James', built for the persons employed by the Great Northern Railway, and Christ Church—are good examples of modern church-building. The former is partly from designs furnished by Mr. E. B. Denison, Q.C., now Sir E. Beckett, Bart., and was erected under the superintendence of Sir G. G. Scott. It is a plain and massive building of Acaster stone, and cost £5000. Christ Church, founded in 1829 by Mr. Jarratt, a retired ironmaster, is in the modern Gothic style, with an east window of stained glass by Capronnière. It contains memorials of the founder and of several members of his family. Other places of worship include the Roman Catholic Church in Princes Street, erected in 1867, and chapels for Wesleyans, Independents, Baptists, Primitive Methodists, and Unitarians, with a meeting-house for the Society of Friends. The town of Doncaster is well supplied with schools, including the Church School, founded by Dr. Vaughan, the Grammar School, St. George's national schools, a British and a Ragged school, and others attached to the several churches and chapels. A School of Industry, founded by Mrs. Vaughan for giving instruction in household management to poor girls, deserves especial notice, as an example of a class of schools not numerous, but greatly wanted in many places. Among the public buildings of the town, the mansion house, the town hall, and the market hall may be named. The Great Northern Railway Company have here the chief depôt for their plant, and extensive works for the construction of engines and carriages. These

works have greatly changed the aspect and increased the population of Doncaster.

The Race-course.—About a mile from the town of Doncaster, on the road to London, is its famous race-ground, with the grand stand, erected by the corporation. In 1703 the corporation voted that the mayor should subscribe four guineas a year, for seven years, towards a plate to be run for on Doncaster course. At the expiration of the seven years the vote was extended, and in 1716 the corporation voted £5 7s. 6d. towards a plate to be run for on Doncaster Moor, and to be called "the Town's Plate," "provided the neighbouring gentlemen will subscribe for a valuable plate to be run for on the same moor." In 1777 the course was much improved. In 1778 the famous St. Leger stakes were founded, the first race being won by the marquis of Rockingham's horse, "Allabaculia." The corporation has for many years given a plate annually, of the value of £50, and subscribed forty guineas towards the races. In 1803 the king's (George III.) plate of 100 guineas was removed from Burford to Doncaster, when another day was added to the three during which the races had previously been held. The Doncaster race-course is of a circular form, and very nearly flat; its length is almost two miles. The grand stand, built in 1796 as a stand for the nobility, was enlarged in 1826, and a subscription stand for members of the press in 1854. Several noblemen and gentlemen in 1859 erected another stand solely for the accommodation of ladies. The betting-rooms, near the mansion-house in the High Street, were built in 1826. Within the inclosure are telegraph offices in connection with the telegraph department of the Post-office.

At the Census of 1871 the borough of Doncaster had an area of 1681 acres, and a population of 18,768, having contained at the Census of 1861 16,406 persons. Doncaster is described by Defoe in 1727 as a "noble and spacious town, exceeding populous, standing on the Great Northern Post Road, and very full of inns."

HISTORY OF THE BOROUGH OF ROTHERHAM.

Rotherham, a large and rapidly improving and increasing place, which was made a municipal borough in the year 1868, is an old Anglian town at the confluence of the river Rother with the Don, which was made navigable up to Rotherham and Tinsley about a hundred years ago. It stands on one of the richest

portions of the Yorkshire coalfield, and owes its recent rapid rise to its abundant supplies of iron and coal, and to the skill and energy with which those two great sources of wealth have been worked and applied. Rotherham is a market town and township, and a junction station of the Midland and Sheffield and Rotherham railways. It is situated on elevated ground, on the right bank of the Don. It had working collieries in its neighbourhood, and was noted for its cutlery, in the time of Leland (1538), who says of it:—"Though betwixt Cawoode and Rotherham be good plenty of wood, yet the people burne much yerthe (earth) cole, by cause it is plentifully found ther, and sold good chepe. A mile from Rotherham be veri good pittes of cole. In Rotherham be veri good smithes, for all cutting tooles." The general aspect of a great part of Hallamshire and its surroundings, tells of the transition from rural to manufacturing life. In the midst of a country that has still many vestiges of its old woodland beauty, the fine perpendicular church of Rotherham is now seen with the smoking forges of Masborough for a foreground. Iron-works, potteries, glassworks, saw mills, breweries, and rope yards, supply the chief occupations of Rotherham and its suburb Masborough. More than a century ago the great ironmasters, the Walkers, established at Masborough a manufactory of cast-iron articles, and from this, and other large works established there, great quantities of cannon were supplied to the English navy during the American and French wars. The river Don, which is navigable as far as Sheffield, affords communication with all the great manufacturing towns of Yorkshire and Lancashire, by means of the Don Navigation and Tinsley Canal. The old bridge over the Don, connecting the suburb of Masborough, has an ancient chapel standing over the pier, which until recently was used as the town jail. There is also a viaduct, half a mile long, with thirty arches, constructed by the Midland Railway Company, and extending over the valley of the Don. The church is a fine specimen of perpendicular architecture, especially the west front and its large window. The interior has a lofty nave, and several noticeable brasses and other memorials, including a tablet by Flaxman, and a monument to the memory of fifty persons who were drowned at the launch of a boat at Masborough. There are places of worship here for Wesleyans, Independents, Baptists, Primitive Methodists, Unitarians, and Roman Catholics. Rother-

ham Cemetery was opened in 1843, and is about two acres in extent. The Free Grammar School was founded in the reign of Queen Elizabeth. Other schools include the Feoffee's School, built in 1775 and endowed with £100 a year; the British and Foreign schools, for 400 boys and girls; the Park Gate schools for 150, built by Earl Fitzwilliam in 1844; Scott's Charity School, endowed with £77 per annum; and Hollis's Dissenting School, for twenty-four poor children. The Independent College, for the training of not less than twenty-eight students for the ministry, is in connection with the University of London. It is being rebuilt on an elevated site, and will be alike commodious and ornamental. Rotherham Poor Law Union comprises twenty-seven parishes and townships. The fair held here on Whit-Monday and December 1, for cattle, is one of the largest in the north of England. The population of Rotherham in 1871 was 25,892.

The Town of Bawtry.—The town of Bawtry, which is at least as old as the age of the Buslis, the earliest Norman lords of this district, stands close to the old Roman road, and this is the point at which the royal mail and travellers formerly entered the county of York from the south. Bawtry also stands on the banks of the river Idle, a deep and quiet but navigable stream, which ultimately flows into the estuary of the Humber. From this cause Bawtry was the chief inland port in the south of the West Riding until about the year 1760, when the river Don was made navigable to Rotherham and Tinsley, and ultimately to Sheffield. Previous to that time, all the products of south Yorkshire and of north Derbyshire were shipped at Bawtry wharf. As Defoe says, writing about the year 1727, "by this navigation Bawtry became the centre of all the exportation from this part of the country, especially for heavy goods; such as lead, from the lead mines and smelting houses of Derbyshire; wrought iron and edge-tools of all sorts from the forges of Sheffield, and from the country called Hallamshire, where an innumerable people are employed;" also millstones and grindstones from the neighbouring hills, in very great quantities. This caused Bawtry wharf to be famous at that time all over the south part of the West Riding of Yorkshire; for it was the place where all the heavy goods were carried to be embarked and shipped to Hull. Tickhill was in the immediate neighbourhood of Bawtry, and seems to have shared its early prosperity, for it had in early times several mer-

chants possessed of considerable wealth, who no doubt lived under the protection of the castle, and carried on the trade between Bawtry and the interior. The old Roman road is very distinctly marked to the present day, as laid down in the last Ordnance Survey; and Defoe says that from Bawtry to Doncaster there was, at the time when he visited it, a pleasant road with good ground, seldom wanting any repair. Until the introduction of railways, the mail coaches, and other conveyances from London to York and the West Riding, passed daily through Bawtry.

Ecclesall Bierlow Registrar's District (507) is the great suburb of the borough of Sheffield, and includes an area of 17,615 acres. In 1801 it contained a population of 10,259 persons, and in 1861, of 63,618, which number had increased in 1871 to 87,432. *Registrars' Sub-districts*.—Ecclesall Bierlow is divided into four sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Nether Hallam,	1,527	...	17,305	...	27,950
2. Upper "	6,330	...	2,649	...	3,070
3. Norton,	5,110	...	2,440	...	2,878
4. Ecclesall Bierlow,	4,648	...	41,224	...	53,534

The increase of Ecclesall Bierlow is attributed by the Census commissioners to the extension of the borough of Sheffield in this direction. This is also the case with Nether Hallam.*

Sheffield.—The superintendent registrar's Census district of Sheffield (508), which includes only a portion of the borough, covers an area of 10,784 acres. In 1801 it contained a population of 39,049 persons, and in 1861 of 128,951, which rapidly increased in the next decennial period, and in 1871 amounted to 162,271. *Registrars' Sub-districts*.—Sheffield is divided into seven sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. West Sheffield,	198	...	17,307	...	17,488
2. North "	160	...	33,994	...	37,804
3. South "	253	...	17,680	...	17,294
4. Sheffield Park,	2,417	...	18,737	...	18,772
5. Brightside,	2,821	...	29,818	...	48,556
6. Attercliffe,	1,297	...	7,464	...	16,574
7. Handsworth,	3,638	...	3,951	...	5,783

The Census commissioners say that the increase of population in Brightside Bierlow is mainly attributable to the rapid progress of the steel trade, and the various manufactories connected with it; that of Attercliffe, to the manufacture of iron; and that of Handsworth, to the opening of several new collieries.†

* Census, 1871, vol. ii. p. 443.

† Ibid., p. 444.

Rotherham Registrar's District (509) extends over an area of 52,901 acres. In 1801 it contained 17,072 inhabitants, and in 1861, 44,350, which number had increased in 1871 to 57,396. *Registrars' Sub-districts*.—Rotherham is divided into five sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Beighton,	11,015	... 3,279	... 4,345
2. Rotherham,	10,969	... 12,094	.. 15,375
3. Kimberworth,	8,794	... 17,921	.. 24,399
4. Wath,	8,976	... 8,468	.. 10,829
5. Maltby,	13,147	... 2,588	... 2,448

Doncaster Registrar's District (510), a level and fertile agricultural district, extends over an area of 113,319 acres. In 1801 it contained a population of 20,757 inhabitants, and in 1861 of 39,388, which number had increased in 1871 to 45,205. *Registrars' Sub-districts*.—Doncaster is divided into five sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Tickhill,	27,187	... 6,950	... 8,801
2. Barmbrough,	24,268	... 5,860	.. 7,726
3. Doncaster,	1,691	... 16,406	... 18,768
4. Campsall,	26,715	... 4,549	... 4,543
5. Bawtry,	33,458	... 5,623	... 5,367

Thorne Registrar's District (511) covers an area of 71,101 acres. In 1801 it contained a population of 10,583 persons, in 1861 of 16,011, and in 1871 of 17,011. *Registrars' Sub-districts*.—Thorne is divided into three sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Epworth,	19,916	... 4,360	... 4,627
2. Thorne,	38,375	... 7,153	... 7,139
3. Crowle,	12,810	... 4,498	... 5,245
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CHAPTER XIV.

THE NORTH RIDING OF YORKSHIRE, WITH ITS PARLIAMENTARY
ARRANGEMENTS, AND WAPENTAKES, OR HUNDREDS.

THE North Riding of Yorkshire comprises eleven wapentakes, the two liberties of Langbarugh and Whitby Strand, and the municipal boroughs of Middlesborough, Richmond, and Scarborough. It is divided into nineteen petty sessional divisions: the boroughs of Richmond and Scarborough have commissions of the peace and separate courts of quarter sessions; and the borough of Middlesborough has a commission of the peace. The nineteen lieutenancy subdivisions of this riding are identical with the petty sessional divisions, except that the Gilling West subdivision includes the borough of Richmond, the Langbarugh north subdivision includes the borough of Middlesborough, and the Pickering Lythe east subdivision includes the borough of Scarborough. For police purposes the North Riding is arranged in nine divisions. It contains sixteen highway districts; also fifteen local board districts; and the town of Whitby has an improvement commission. Except part of the parish of Sockburn, it is in the dioceses of York and Ripon. It contains 554 civil parishes, townships, or places, and parts of five other townships, viz., Lower Dunsforth, Upper Dunsforth, Humberton, and Milby, which extend into the West Riding, and part of Filey, which extends into the East Riding. The portion of the registration county of York in the North Riding contains fifteen superintendent registrars' districts, and forty-nine subdistricts. The district of Helmsley comprises the unions of Helmsley and Kirkby Moorside. The registration North Riding contains 496 parishes, townships, or other places. The North Riding, which includes the boroughs of Middlesborough, Northallerton, Richmond, Scarborough, Thirsk, and Whitby, part of the city of York, and parts of the boroughs of Malton and Stockton, is also a division for parliamentary purposes.*

Area and Population of the North Riding.—The area of the North

* Census of 1871, vol. i. pp. 435-36.

Riding, is 1,361,664 statute acres; the number of houses in the same riding was in 1871, 58,898 inhabited, 3934 uninhabited, and 478 building. The population of the North Riding in 1871 was 293,278 persons, of whom 148,771 were males and 144,507 females. The average number of persons to an acre in this riding was 0·22; the number of acres to a person was 4·64. At each decennial period of the present century the population of the North Riding has shown an increase, and was as follows:—At the Census of 1801 it was 158,927; at that of 1811, 170,127; at that of 1821, 188,178; at the Census of 1831, 192,206; at that of 1841, 204,701; at the Census of 1851, 215,214; at that of 1861, 245,154; and at the last Census, namely, that of 1871, it was 293,278. The increase of the population of the North Riding, in the ten years from 1801 to 1811, was 11,200; from 1811 to 1821, 18,051; from 1821 to 1831, 4028; from 1831 to 1841, 12,495; from 1841 to 1851, 10,513; from 1851 to 1861, 29,940; and from 1861 to 1871, 48,124.*

Wapentakes and Boroughs of the North Riding:—The following are the names, the areas, and the population in 1871 of the wapentakes and boroughs of the North Riding, including the Ainsty of York, which is joined to it for parliamentary purposes:—

	Area in Acres.	Population.
Allertonshire (wapentake),	51,690	9,545
Ainsty (wapentake),	51,991	9,444
Birdforth (wapentake),	97,563	13,908
Bulmer (wapentake),	125,521	25,032
Gilling, East (wapentake),	57,737	7,222
Gilling, West (wapentake),	206,764	15,349
Hallikeld (wapentake),	39,805	6,094
Hang, East (wapentake),	68,831	9,690
Hang, West (wapentake),	165,735	13,715
Langbarugh, East Division, } (liberty), . {	127,429	42,981
Langbarugh, West Division, }	83,037	24,212
Middlesborough (borough),	2,178	39,563
Pickering Lythe (wapentake),	153,967	19,647
Richmond (borough),	2,520	4,443
Ryedale (wapentake),	132,648	20,077
Scarborough (borough),	2,348	24,259
Whitby Strand (liberty),	43,891	17,541
York (city),	1,979	43,796†

The houses and population of the municipal and parliamentary boroughs of the North Riding in 1871 were:—

	Houses.	Population.
Malton,	1,702	8,168
Middlesborough (municipal),	6,842	39,563

* Census, 1871, vol. i. pp. 436-37.

† *Ibid.*, p. 440.

	Houses.	Population.
Middlesborough (parliamentary), . . .	8,041	46,621
Northallerton,	1,084	4,961
Richmond,	1,103	5,358
Scarborough,	5,161	24,259
Thirsk,	1,298	5,734
Whitby,	2,843	13,094*

Those of the municipal boroughs were:—

	Area in Acres.	Population in 1861.	Population in 1871.
Middlesborough,	2,178	18,992	39,563
Richmond,	2,520	4,290	4,443
Scarborough,	2,348	18,377	24,259†

Local Board Districts of the North Riding.—The population of boroughs, of local board districts, and of towns with improvement commissions, was as follows:—Baldersby, 296 persons; Guisbrough, 5202; Hinderwell, 2599; Kirklington-cum-Upsland, 292; Malton (part of), 8168; Masham, 2209; Middlesborough, 39,563; Normanby, 3556; Northallerton, 2663; Ormesby, 4080; Pickering, 3689; Redcar, 1943; Scarborough, 24,259; Skelton in Cleveland, 2561; Stockton (South), 6764; Whitby, 12,460.

The North Riding and the Ainsty of York as a Parliamentary Division.—The North Riding is not divided, as we have shown the West Riding to be, into more than one division for parliamentary purposes. It constitutes one such division, and to it has been added as part of the division, for parliamentary purposes, the Ainsty of York, which for other purposes is connected with the West or the East Ridings.

There is thus no official or political division of the North Riding; but as it is of very great extent, and contains great varieties of soil, of climate, of elevation, and of natural products, we arrange it for convenience of description in three parts. The first of these includes that portion of the North Riding which formerly belonged to the ancient honour of Richmondshire, consisting of the beautiful dales watered by the Tees, the Swale, and the Ure, with many other smaller streams; forming the north-western portion of the County and Riding, and including the five wapentakes of Gilling West, Gilling East, Hang West, Hang East, and Hallikeld. The second consists of the generally level country (occasionally rising into gentle hills) forming the vales of York, Mowbray, and of the upper course of the river Derwent, to the point where it passes through the range of hills at

* Census, 1871, vol. i. p. 444.

† Ibid., p. 447.

Malton. This includes the wapentakes of Atherstone, Ryedale, Bledforth, and Bolson. The third consists of the hilly region of Cleveland, and the sea-coast, including the wapentakes of Lang-barough, Whitby Strand, and Pickering Lofth. Having already given a general account of Richmondshire, we proceed with its wapentakes.

The Wapentake of Gilling West—We commence at the extreme north-western point of the North Riding, and at an elevation of nearly 2000 feet above the level of the sea, with the wapentake or hundred of Gilling West, so named probably from the ancient Anglian tribe of the Gillinga, whose name is met with in many places in the north of England, as well as in the neighbourhood of Richmond. This wapentake includes a large portion of the country between the rivers Tees and Swale. It is in this district that Micklefell, the loftiest mountain in Yorkshire, rises to the height of 2541 feet. Remains can still be traced through the whole of this mountainous region of one of the great roads formed by the Romans from Eboracum, or York, to the western extremity of the Roman wall, near Carlisle. This work, stupendous as it is, does not surpass in boldness the railway that has been run through the district in modern times.

HISTORY OF THE BOROUGH OF RICHMOND (YORKSHIRE).

Richmond, "the rich mount or hill," in Yorkshire, like Richmond in Surrey, derives its name from the beauty of the hill or mount on which it stands. In the early Norman times it was the chief place, and the feudal capital of a most extensive district known by the name of Richmondshire. This shire extended from the vale of Mesbury, westward, to the Irish Sea, including in Yorkshire the wapentakes of Hallikeld, Gilling East, Gilling West, Hang East, and Hang West; in Lancashire the wapentakes of Lonsdale and Amounderness, together with such portions of the territory of Durham, Westmoreland, and Cumberland as are described in Domesday Book as belonging to England. It was famous for its large and magnificent castle, which was built by the Norman earls of Richmond, who were also earls or dukes of Brittany, and was deserted soon after this vast territory had been given by William the Conqueror to his relative Alan, the first earl of Richmond and Brittany. The castle, of which very fine remains are still in existence, stands on the south side of the town, overlooking the

river Swale, which flows in a deep valley below. It is protected by lofty rocks and precipices on all sides except the north, where it was secured by extensive works. Until the close of the feudal system the castle of Richmond was one of the strongest inland fortresses of England; and the earls of Richmond were the wealthiest and most powerful of the nobles of Yorkshire. On the accession of King Henry VII., who was himself earl of Richmond before he ascended the throne, this great earldom passed to the crown. Richmond is an ancient parliamentary borough, as well as a market town and the head of an extensive district. For many ages it returned two members to Parliament, but since the first Reform Bill (1832) only one. The great proprietor is the earl of Zetland, one of whose residences is at Aske Hall, near Richmond; and many public men of very high standing have represented this borough. At the Census of 1871 the borough of Richmond in Yorkshire extended over an area of 8931 acres, and contained a population of 5358 persons.*

"At the corner of the churchyard is the Grammar School, generally known as the Tate Testimonial, it having been completed in 1850 as a memorial of the labours of the Rev. James Tate, who was master of the old grammar school for thirty-seven years, and sent forth amongst his scholars many who attained great eminence. Among them was Dr. Musgrave, archbishop of York from 1847-60. Mr. Tate became a canon of St. Paul's in 1855, and then resigned his charge. The school is one of those founded by Queen Elizabeth."† In copying the above well-merited notice of one of the best scholars whom Yorkshire has produced, we may add that he possessed in an extraordinary degree the power of gaining the respect and affection of his pupils, from one of whom, the late Right Hon. Matthew Talbot Baines, chancellor of the Duchy of Lancaster, who finished his education at Richmond Grammar School, we have repeatedly heard the warmest expressions of regard for his old and honoured master, Mr. Tate.

The old Roman station of Cataractonium, a little further down the river Swale than Richmond, has already been described (vol. i. p. 337). The Catterick Bridge Inn, near these ancient ruins, was a famous coaching house to the time of the introduction of railways, and had a fine race-ground, at which many of the best race-horses bred in this district tried their paces. An amusing

* Census, 1871, vol. i. p. 438.

† Murray's Handbook of Yorkshire, p. 313.

account of the breed of race-horses in the north of Yorkshire, from the graphic pen of Daniel Defoe, will be found in the first volume of this work (p. 622).

The Area of Gilling West and its Parishes.—This wapentake extends over an area of 210,366 statute acres. The following are its parishes, with their areas:—

Area in Acres		Area in Acres	
Arkengarthdale,	14,500	Marrick,	6,713
Barningham,	11,996	Melsonby,	3,294
Bowes,	19,429	Richmond,	2,520
Brumall,	2,115	Rokeby,	1,132
Faith, part of,	3,881	Romanthorpe,	54,765
Gilling (part of),	13,146	Stanwick (part of),	5,029
Grinton (part of),	44,940	Stanforth,	2,908
Kirkby Ravensworth,	14,703	Wycliffe,	2,999
Manfield (part of),	706		
Marrick,	6,906	Total,	210,366

Bowes stands on the site of the ancient Lavatra, at the point where the Roman road struck the great waste afterwards known by the name of Stainmoor Forest. Amongst the names in the above list are those of Wycliffe, the birthplace of John Wycliffe, one of the greatest names in English history, and Rokeby, the scene of one of Scott's charming poetical romances, and the residence of the late J. B. Morritt, one of the most distinguished Grecians of his age. Arkengarthdale, the upper part of Swaledale, is seven or eight miles in length, commencing at Dale Head, running in a south-eastern direction, and terminating at the town of Reeth, or the Ford. The inhabitants are principally lead miners, and this is the most productive part of the lead fields of Yorkshire: one mine, known as the Old Gang Mine, having produced 2625 tons of lead ore in the year 1873.*

Reeth Registrar's District (538), forming the higher part of the valley of the river Swale, extends over an area of 74,484 acres. In 1801 it contained a population of 5739 inhabitants, in 1861 of 6196, and in 1871 of 5370. *Registrars' Sub-districts.*—Reeth is divided into two sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Muker,	38,166	...	2,627	...	2,350
2. Reeth,	36,318	...	3,569	...	3,020

Richmond Registrar's District (539), the lower part of the beautiful valley of the Swale, covers an area of 81,101 acres. In 1801 it contained a population of 11,366 persons, in 1861 of 13,457, and

* Mineral Statistics, 1873, p. 45.

in 1871 of 13,555. *Registrars' Sub-districts*—Richmond is divided into four sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Richmond,	32,227	7,174	7,223
2. Catterick,	20,732	3,164	2,999
3. Newsham,	16,146	1,413	1,308
4. Aldborough,	11,996	1,706	2,025

The Area of Gilling East, and its Parishes.—The wapentake of Gilling East is more in the plain, towards the great central vale of Yorkshire. It contains 56,908 statute acres, generally of good land. The following are its parishes, with their areas:—

Area in Acres.	Area in Acres.
Ainderby Steeple, 4,693	Great Smeaton (part of), 1,535
Catterick (part of), 8,124	Kirkby Wiske (part of), 4,084
Cleasby, 1,205	Langton-upon-Swale, 1,878
Croft, 7,149	Manfield (part of), 2,918
Danby Wiske, 4,714	Middleton Tyas, 6,243
Easby (part of), 1,699	Stanwick (part of), 1,053
East Cowton, 3,369	
Gilling (part of), 8,239	Total, 56,908

The Wapentake of Hang West.—The wapentake of Hang West, probably so named from the slope of the land from the west, includes great part of the country between the rivers Swale and Ure, containing some of the most beautiful valleys in the north of Yorkshire, and many fine feudal castles and monastic remains, which have been described in the account of the valley of the Ure given in the first volume of this work (p. 222.) This wapentake extends over an area of 164,659 statute acres. The following are its parishes, with their areas:—

Area in Acres.	Area in Acres.
Aysgarth, 81,012	Middleham, 2,154
Bedale (part of), 590	Patrick Brompton (part of), 1,538
Catterick (part of), 2,641	" " and } (part of), 281
Coverham, 20,561	Hornby intermixed }
Downholme, 6,708	Spennithorne, 5,477
Easby (part of), 386	Thornton Steward, 2,157
East Witton, 7,054	Wensley, 14,445
Fingall (part of), 3,989	West Witton, 3,874
Grinton (part of), 7,106	
Hawxwell, 4,590	Total, 164,659
Hornby (part of), 89	

The scenery of Aysgarth is so remarkably beautiful, that the original Danish tribes gave it a name which is derived from Aisgard, the name of the garden of the gods in the Scandinavian mythology. The cataracts near this place and the scenery which surrounds them, with the ancient bridge, which rises thirty-two feet to span

a gulf of seventy-one feet, are amongst the most beautiful in this romantic valley.

At Bainbridge, which spans a small stream named the Bain, or the White, flowing from Simmer Tarn into the river Ure, is supposed to be the site of a Roman station; many remains of antiquity, including a statue of the Emperor Commodus, having been discovered here.

Bedale is a pleasant country town situated in a rich valley, about two miles to the west of the old Roman road of Leeming Lane, and surrounded by a very fertile district. There was formerly a castle here, built by Brian Fitz-Alen, earl of Arundel, in the reign of King Edward I.

Bedale Registrar's District (535), covers an area of 55,183 acres, and contains a population which in 1801 amounted to 7503 persons; in 1861, to 9115; and in 1871, to 8430. *Registrars' Sub-districts*.—*Bedale* has two sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. <i>Bedale</i> ,	27,322	...	6,111	...	5,691
2. <i>Masham</i> ,	27,861	...	3,004	...	2,739

Leyburn Registrar's District (536),* extending over a large part of *Wensleydale*, a rich and beautiful country covering an area of 80,268 acres, and containing a population which in 1801 amounted to 8220 persons, in 1861 to 9640, and in 1871 to 8705. *Registrars' Sub-districts*.—*Leyburn* is divided into two sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. <i>Middleham</i> ,	41,749	...	4,230	...	3,809
2. <i>Leyburn</i> ,	38,519	...	5,410	...	4,896

Aysgarth Registrar's District (537), extending over an area of 81,012 acres, contains a population which amounted in 1801 to 5205 persons, in 1861 to 5649, and in 1871 to 5473. *Registrars' Sub-districts*.—*Aysgarth* has two sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. <i>Askrigg</i> ,	45,334	...	3,207	...	2,912
2. <i>Hawes</i> ,	35,678	...	2,442	...	2,561

The Wapentake of Hang East.—The wapentake of Hang East, which is more in the plain or level country, and slopes from the east, contains much good land. The area of this wapentake is 60,281 statute acres. The following are its parishes, with their areas:—

* See account of Leyburn, vol. i. p. 195.

	Area in Acres.		Area in Acres.
Bedale (part of),	8,344	Patrick Brompton (part of),	2,633
Catterick (part of),	11,516	Scruton,	2,114
Fingall (part of),	282	St. Martins (ex. par.),	269
Hornby (part of),	4,004	Thornton Watlass,	3,709
Kirkby Fleetham,	3,154	Well,	6,688
Masham,	17,018		
Patrick Brompton and Hornby inter- mixed (part of),	544	Total,	60,281

Hornby Castle, the seat of the very distinguished family of the Osbornes, dukes of Leeds; Clifton Castle, long one of the residences of the Huttons, but now of the Pulleines; and Swinton, for ages the residence of the Danby family—are in this district. Here also is the town of Masham, pleasantly situated on the banks of the Ure. The author of this work cannot pass it without notice, having spent several of his early years there under the tuition of the Rev. Joseph Burrill, a good master of the old school. At the end of fifty years its memory returns as

“The schoolboy spot
We ne’er forget, though there we are forgot.”

The remains of the castle of Tanfield, those of the abbey of Jerveaux, the beautiful spring of the purest water at Well, with Hackfall, with the hanging woods chiefly of oak, from which it derives its name, are also in this neighbourhood, and add to the charms of the borderland of the North and the West Ridings.

The Wapentake of Hallikeld.—The wapentake or hundred of Hallikeld, or the Holy Spring or Well, includes a very fertile part of the North Riding, approaching the great central plain of Yorkshire. It extends over an area of 38,298 statute acres. The following are the parishes of Hallikeld, with their areas:—

	Area in Acres.		Area in Acres.
Bedale (part of),	833	Pickhill (part of),	4,299
Brafferton (part of),	1,090	Topcliffe (part of),	7,626
Burneston,	7,880	Wath (part of),	2,667
Cundall (part of),	3,141	West Tanfield,	3,285
Kirkby-on-the-Moor,	3,595		
Kirklington (part of),	3,875	Total,	38,298

THE CENTRAL PORTION OF THE NORTH RIDING.

This district lies in what may be considered rather a wide valley, with a long succession of hills rising westwards at the highest point gradually to Micklefell at a height of 2581 feet, and on the east at Roseberry or Rhosburh at the height of 1022 feet.

Wapentake of Allertonshire, and its Parishes.—The wapentake

or hundred of Allertonshire, of which Northallerton is the capital, lies along the line of the great northern road, and of the chief railway from York to Edinburgh. It is a fertile, well-cultivated country. Its area is 51,918 statute acres. The parishes of Allertonshire, with their areas, are as follows :—

Area in Acres.		Area in Acres.	
Birkby,	3,750	Pickhill (part of),	550
Bishop Ings (ex. par.),	59	Sessay (part of),	3,467
Cotcliffe (ex. par.),	73	Sigston,	3,817
Great Smeaton (part of),	1,242	Sockburn,	2,085
Hutton Conyers (ex. par.),	3,212	Thornton-le-street,	2,324
Kirklington (part of),	289	Wath (part of),	1,041
Leake (part of),	4,769	West Rownton,	1,456
Northallerton,	14,363		
North Otterington (part of),	2,188	Total,	51,918
Osmotherley,	7,227		

THE BOROUGH OF NORTHALLERTON.

Northallerton, "the Northern town of the Alder trees," is an ancient Anglian town, situate on the great railway line from York, to the borders, first of Durham, and ultimately of Scotland. In early times there was a strong castle here, which belonged to the lord bishops of Durham, when they were great feudal lords as well as fathers of the church. The bishops of Durham were also lords and chief bailiffs of the wapentake of Allertonshire. Northallerton is situated about twenty-five miles north of York. Allertonshire extends over a country more level than the greater part of the North Riding, and forming a portion of the rich vale of Mowbray. The market is on Wednesday, and in the month of February great horse fairs are held, for which this district is celebrated. Northallerton returns a member to Parliament, and first obtained that privilege at the commencement of the representative system, in the reign of Edward I. Since the passing of the Reform Act of 1832, it has returned only one member, instead of two. The gaol for the North Riding is at Northallerton, and the quarter sessions are held there. The great battle of the Standard was fought in the immediate neighbourhood of Northallerton, in the reign of King Stephen, and the defeat of the invading Scottish army in that battle had the effect of fixing the boundaries of England and Scotland on the Tweed, instead of on the Tees, or at some more southern point. At the Census of 1871 the borough of Northallerton extended over an area of 10,381 acres, and contained a population

of 4961 persons.* Northallerton is described by Defoe, as "a town on the post road, remarkable for the vast quantity of black cattle sold there." He says that there was a fair once every fortnight, for some months.

Northallerton Registrar's District (534) extends over an area of 67,000 acres. It had in 1801 a population of 9633 persons; in 1861, of 12,174; and in 1871, of 11,626. *Registrars' Sub-districts*.—Northallerton is divided into two sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Appleton-upon-Wiske, . .	25,042	...	2,952	...	2,607
2. Northallerton,	41,958	...	9,222	...	9,019

The Wapentake of Birdforth.—The wapentake of Birdforth, which may be the Broadforth or Great Road (or possibly the Ford of the Bird), is a fertile and extensive district. It was intersected by the great road from York to Scotland, as it is by the railways that have since been formed. The area of the wapentake of Birdforth is 100,411 statute acres. The following are its parishes with their areas:—

Area in Acres.	Area in Acres.
Ampleforth (part of), 558	Murton (ex. par.), 1,755
Brafferton (part of), 129	North Otterington (part of), 1,526
Cold Kirkby, 1,617	Old Byland, 2,736
Cowesby, 1,293	Over Silton, 3,727
Coxwold, 12,928	Sessay (part of), 305
Cundall (part of), 425	Skelling Ings (ex. par.), 15
East Harlsey, 3,056	South Kilvington, 2,920
Feliskirk, 8,296	South Otterington, 1,450
Hawnby, 16,789	Thirkleby, 2,689
Helmsley (part of), 1,984	Thirsk, 8,699
Husthwaite, 2,496	Topcliffe (part of), 8,137
Kilburn, 5,827	Welbury, 2,400
Kirkby Knowle, 4,571	Whitstone Cote (ex. par.), 148
Kirkby Wiske (part of), 1,913	
Leake (part of), 2,008	Total, 100,411

THE HISTORY OF THE BOROUGH OF THIRSK.

Thirsk, which is probably a contraction of Thors-esk or Thors-ashtree, was in former times possessed of a strong feudal castle, which formed one of the chief places of strength of the great Yorkshire house of Mowbray, who ultimately rose to the rank of earls and dukes of Norfolk. A part of the town stands on the site of the old castle, and the moat and the ramparts may still be traced, though no vestige of the building remains. Thirsk

* Census, 1871, vol. i. p. 438.

is an ancient parliamentary borough, and has sent members to Parliament from the earliest times, the members for Thirsk having sat in the Parliament of the twenty-third year of Edward I. It is at present a considerable market town, but possesses no other resources of any great importance. Attempts have been made to find coal in this neighbourhood. Should they be successful, the whole character of the place will be changed, as it is already very near to the iron district of Cleveland, and lines of railway communicating with all parts of Yorkshire. The market is held on Monday. At the Census of 1871 the borough of Thirsk extended over an area of 11,828 acres, and contained a population of 5734 persons.*

Coxwold, in the wapentake of Birdforth, nine miles south-east of Thirsk, is memorable among other things for Shandy Hall, where Lawrence Sterne resided for seven years, and wrote his "Tristram Shandy." The ancient family of the Belasyse, earls of Fauconberg, formerly had a castle at Coxwold.

Thirsk Registrar's District (528) extends over an area of 64,893 acres. In 1801 it contained a population of 9595 persons, and in 1861 of 12,299, which number had slightly decreased in 1871, when it was 12,167. *Registrars' Sub-districts*.—Thirsk is divided into five sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Topcliffe,	13,094	...	1,810	...	1,762
2. Pickhill,	8,652	...	1,557	...	1,319
3. Thirsk,	14,850	...	5,743	...	6,141
4. Sutton,	10,489	...	1,431	...	1,285
5. Knayton,	17,808	...	1,758	...	1,660

The Wapentake of Bulmer.—The wapentake of Bulmer extends over an area of 126,596 statute acres. The following are its parishes, with their areas:—

	Area in Acres.		Area in Acres.
Aldborough (part of),	1,214	Easingwold,	11,280
Alne,	9,981	Farlington,	1,224
Barton-le-Street (part of),	1,205	Foston,	2,299
Bossall,	9,176	Gate Helmsley,	496
Bossall and Foston,	39	Great Ouseburn (part of),	2
Brafferton (part of),	3,741	Hardy Flatts (ex. par.),	21
Brandsby,	3,077	Henderskelfe (ex. par.),	1,705
Bulmer,	2,531	Holtby,	1,253
Carrs (ex. par.),	76	Hovingham (part of),	1,357
Crambe,	2,215	Huntington,	3,538
Crayke,	2,873	Huttons Ambo,	2,895
Dalby,	1,347	Marton-in-the-Forest,	2,714

* Census, 1871, vol. i. p. 438.

	Area in Acres.		Area in Acres.
Myton-upon-Swale,	1,672	St. Michael-le-Belfrey (part of), . . .	386
Newton-upon-Ouse,	5,147	St. Olave (part of),	2,361
Osballdwick,	1,574	St. Saviour (part of),	392
Over, or Upper, Helmsley,	832	Sutton-on-the-Forest,	10,654
Overton,	5,109	Terrington,	3,952
Sheriff Hutton,	8,952	Thormanby,	1,001
Side Ings (ex. par.),	50	Warthill,	650
Skelton,	704	Whenby,	1,041
Stillington,	2,157	Whitwell-on-the-Hill (ex. par.), . . .	1,573
Stockton-on-the-Forest,	3,267	Wigginton,	1,880
Strensall,	6,421		
St. Cuthbert (part of),	541	Total,	126,596

Crayke Castle, so named from Carig, the British word for a cliff or fell, is in the wapentake of Bulmer, two miles east of Easingwold, and here St. Cuthbert of Durham founded a monastery about the year 685. The village of Crayke is delightfully situated on a lofty detached hill, or mount, on the summit of which stand the ruins of the Castle.

Castle Howard, the seat of the ancient and illustrious family of the Howards, earls of Carlisle, is one of the most magnificent mansions and parks in England. It was built about the year 1702 by Vanbrugh for Charles, the third earl of Carlisle, by whom the park and grounds were laid out. The castle was erected on the site of the ancient castle of Henderskelfe, destroyed by fire. The pictures are of great celebrity, especially that of "The Adoration of the Kings," by Mabuse, and "The three Marys," by Annibale Carracci. In the museum is placed a testimonial, which cost a thousand guineas, from the West Riding, presented to the late earl, then Lord Morpeth. At some distance is the mausoleum, in which the remains of the earls of Carlisle have been deposited since the building of Castle Howard.

Easingwold Registrar's District (527) covers an area of 65,015 acres. In 1801 it contained a population of 8512 persons; in 1861, of 10,148; and in 1871, of 10,026. *Registrars' Sub-districts*.—Easingwold is divided into three sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Stillington,	22,218	2,846	2,765
2. Easingwold,	28,710	5,478	5,490
3. Coxwold,	14,087	1,824	1,771

The Wapentake of Ryedale.—The wapentake or hundred of Ryedale, a fertile and beautiful district watered by numerous rivers and smaller streams, all of which ultimately flow into the river Derwent, is particularly rich in noble mansions and beautiful

monastic remains. The area of the wapentake or hundred of Ryedale is 130,226 statute acres. The following are its parishes, with their areas:—

Area in Acres.		Area in Acres.	
Ampleforth (part of),	934	Normanby,	2,404
Appleton-le-street,	5,888	Nunnington,	1,432
Barton-le-street (part of),	2,335	Oswaldkirk,	3,077
Edstone,	1,832	Salton,	2,761
Gilling,	4,124	Scawton,	2,875
Helmsley (part of),	38,441	Sinnington (part of),	171
Hovingham (part of),	7,480	Slingsby,	2,570
Kirkby-Moorside,	18,032	Stonegrave,	3,102
Kirkdale,	9,827		
Lastingham,	18,916	Total,	130,226
Malton,	4,017		

HISTORY OF THE BOROUGH OF MALTON.

The borough of Malton, though partly situated in the East Riding, also extends into the North. It stands at the point where the river Derwent, which rises and is fed by almost innumerable tributaries in Cleveland, breaks through a great line of hills running from east to west, whence it flows southward in a single large stream, through the East Riding of Yorkshire, directly into the Humber. In early and warlike times the position of Malton must have been of great military importance; and abundant evidences have been found of the existence of an extensive Roman station at this point. It is generally supposed to have been the Roman station of *Derwentium*, taking its name from the river Derwent, which, as we have seen, flows through the town. But whatever the name may have been, there is no doubt that the site of the town was occupied by a Roman station, or of the existence there of a number of important trades, including the manufacture of jewellery and the working of the precious metals, which indicate very early progress and refinement in the arts of civilized life. A well-informed writer says:—"Numerous Roman coins, both silver and copper, of various emperors, extending over a long period, have been and are yet found here; and on the opposite side of the river Derwent entrenchments for the defence of this once important pass are also visible. Fragments of and entire urns, some containing Roman coins and fine red ashes, and also many specimens of Roman pottery, have been found here."* Discoveries similar in character, and even of a more ancient date, have been frequently made up to a very recent period.

* Edward Baines' History, &c., of Yorkshire, vol. ii. p. 477.

Malton is another of the Yorkshire boroughs which have sent members to Parliament from the commencement of the parliamentary system, in the reign of King Edward I. There was a priory here, founded about the year 1150 by Eustace Fitz-John, for canons of the order of St. Gilbert. At the Reformation the revenues were valued at £197 19s. 2d. of the money of that time (equal to about £1000 a year of present money). The present church is only a small portion of the nave of the Priory Church, the choir having been taken down in 1734. In the year 1546 a free grammar school was founded here by Robert Holgate, D.D., archbishop of York. Malton returns one member to Parliament. The Fitzwilliam is the preponderating interest.

Malton Registrar's District (526) covers an area of 116,032 acres. In 1801 it contained a population of 14,837 persons; in 1861, of 23,483; and in 1871, of 22,882. *Registrars' Sub-districts*.—Malton is divided into five sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Killington,	37,078	...	4,287	...	4,114
2. Westow,	24,021	..	2,952	...	2,841
3. Malton,	19,386	...	9,972	...	10,039
4. Hovingham,	13,134	...	2,198	...	2,046
5. Bulmer,	22,413	...	4,074	...	3,842

Helmsley,* in the wapentake of Ryedale, at one time belonged to the famous parliamentary leader, Thomas, Lord Fairfax. By marriage with his only daughter, it passed to the notorious but most brilliant George Villiers, the second duke of Buckingham of the Villiers family, who after living in splendour at Helmsley Castle died in misery and poverty in the neighbouring town of Kirkby Moorside. Two great poets have celebrated this duke of Buckingham, but neither of them was able to say a word in his favour. Dryden lashed him during his life as the false and fickle *Zimri* in his "Absalom and Ahitophel;" and Pope afterwards painted his death of misery as a proper reward of a life of profligacy.

Duncombe Park, the seat of the earl of Feversham, is situated in the parish of Helmsley, and is one of the noblest mansions, with the most splendid grounds, existing in Yorkshire. The mansion was designed by Vanbrugh, and completed in the year 1718. It is of the Doric order of architecture, and is esteemed a happy specimen of the architectural skill of that builder of stately mansions. The hall is a magnificent room, sixty feet long and

* See account of Helmsley, vol. i. p. 192.

forty wide, surrounded by fourteen lofty Corinthian pillars, and ornamented with a number of busts of the Greek and Latin poets, with large medallions of the twelve Cæsars. The saloon is eighty-eight feet by twenty-four feet, formed into three divisions by Ionic pillars, and beautifully adorned with antique statues and family pictures. The statues and paintings are amongst the finest that are to be found in England. The grounds are laid out with great taste. The garden adjoining to the house has a terrace commanding most varied prospects. Hence is seen an Ionic temple, which also commands a variety of landscapes. A beautiful valley winds at the base of a noble amphitheatre of hanging woods, and the opposite plantations, which spread over a large extent of hills, fringe the banks of the river Rye, which runs through the valley, and forms almost in its centre a charming cascade. The valley, the river, and the cascade are seen beneath; the castle, Helmsley Church, and the tower appear in the midst. The beautiful ruins of Rivaux Abbey, only two miles distant, add to the interest of the scene; and four miles to the south-west, at the entrance to the vale of York, stand the ruins of Byland Abbey.

Rivaux Abbey, in the parish of Helmsley and wapentake of Ryedale, two miles north-west of Helmsley, is a beautiful monastic ruin in a narrow valley, crowned with hanging woods, through which the river Rye flows with a continual winding course down to the Derwent, which receives all the numerous streams of this district. Within this sequestered spot is the village of Rivaux, consisting of scattered cottages, which appear amongst natural clumps of trees, with the river winding beneath, and each presenting a landscape in itself. The abbey stands close by the village, from which it recedes towards a steep woody bank running nearly north and south. The principal remains are the church and the refectory. The former consists of the choir and part of the side aisles, with the transept and its aisles, and the commencement of the tower. This edifice ranks amongst the largest monastic churches. The choir is 144 feet in length and sixty-three feet wide, and the transept is 118 feet long and thirty-three feet wide. The probable length of the nave was 150 feet, and the whole length of the building could not have been less than 330 or 340 feet. This abbey, for monks of the Cistercian order, was founded in 1131 by Walter L'Espece, the commander at the battle of the Standard, whose only child, a son, being killed by a fall from his horse at Kirkham,

the afflicted parent devoted the principal part of his large possessions to pious uses; and after erecting the abbeys of Rivaulx and Kirkham, in Yorkshire, built also the abbey of Warden, in Bedfordshire.

Byland and *Byland Abbey* are in the parish of Coxwold and wapentake of Birdforth. They date from the time when Roger de Mowbray dwelt in the castle of Thirsk, and there hospitably received twelve monks of Furness Abbey who had been driven from their abode by a Scottish invasion. The monastery, and a noble church adjoining it, were founded about the year 1177. Remains, supposed to be those of Roger de Mowbray, have been discovered at Byland, and some memorials of much older times, including a beautiful Roman pavement in high preservation.

Helmsley Registrar's District (529), extensive and varied, covers an area of 113,794 acres. In 1801 the population of this district was 10,539; in 1861, 11,832; and in 1871, 11,716. *Registrars' Sub-districts*.—Helmsley is divided into three sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Helmsley,	51,606	...	3,969	...	3,868
2. Oswaldkirk,	16,070	...	2,124	...	2,187
3. Kirkby Moorside,	46,118	...	5,739	...	5,661

The Liberty or Wapentake of Langbarugh.—The greatest and richest of the wapentakes of the North Riding is that included in the double liberty of Langbarugh, or Cleveland, a country abounding in mineral wealth, and which at the present time produces a greater quantity of iron ore and of iron than any other district in Great Britain. It comprehends the greater part of the iron district of Cleveland, with the town of Middlesborough, already fully described in this volume. The area of the Langbarugh wapentake or liberty is 212,157 statute acres.

The Parishes of Langbarugh, with their Areas.—The following are the parishes of Langbarugh, with their areas:—

	Area in Acres.		Area in Acres.
Ayton,	6,894	Ingleby Greenhow,	7,002
Carlton,	1,357	Kildale,	5,192
Crathorne,	2,598	Kirkleatham,	4,330
Danby,	22,853	Kirk Levington,	5,638
Easington,	6,220	Kirkby,	4,799
Easton,	3,714	Lofthouse,	3,737
Great Smeaton (part of),	2,449	Lythe,	30,254
Guisborough,	13,165	Marske,	4,574
Hilton,	1,391	Marton,	3,519
Hinderwell,	4,905	Middlesborough,	2,573
Ingleby Arncliffe,	1,893	Newton,	1,172

	Area in Acres.		Area in Acres.
Ormesby,	4,403	West Acklam,	1,618
Rudby,	7,226	Whorlton,	9,725
Seamer,	3,320	Wilton,	4,050
Skelton,	15,723	Yarm,	1,197
Stainton,	7,790		
Stokesley,	15,936	Total,	218,183
Upleatham,	1,426		

Coatham East and West, with the adjoining Redcar at the mouth of the river Tees, have long been celebrated for their smooth sands, their pure air, and their pleasant scenery.

Guisborough, where Robert de Brus founded a rich priory in the year 1129, is pleasantly situated in a narrow but fertile vale, and during the last forty or fifty years has risen rapidly, owing to the opening of the iron-field of Cleveland. It had previously been celebrated for its mineral waters and its yield of alum.* *Guisborough* stands on a hilly and almost mountainous country, rich in iron ore, and extends over an area of 90,285 acres. In 1861 it contained a population of 22,128 persons, which was increasing rapidly, and in 1871 amounted to 39,016. *Registrars' Sub-districts*.—*Guisborough* is divided into five sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Lofthouse,	16,108	2,339	4,670
2. Marske,	15,574	4,803	11,598
3. Kirk Leatham,	14,977	8,178	14,996
4. Guisborough,	12,801	4,762	5,859
5. Danby,	30,825	2,046	1,893

Stokesley Registrar's District (533), a hilly district extending over 75,884 acres, which contained in 1801 a population of 7580 inhabitants; in 1861, of 10,381; and in 1871, of 10,750.† *Registrars' Sub-districts*.—*Stokesley* is divided into two sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Stokesley,	56,495	7,853	8,363
2. Hutton,	19,389	2,528	2,387

The Liberty of Whitby Strand.—The liberty of Whitby Strand includes a considerable district on the sea-coast, and also in the valley of the river Esk, which flows into the sea at Whitby. Whitby and the neighbourhood have been fully described in the present volume. The area of the liberty of Whitby Strand is 44,962 statute acres. It contained a population of 17,541 at the Census of 1871. The parishes of Whitby Strand, with their areas, are as follows:—

* For further particulars see vol. i. p. 194.

† See account of Stokesley, vol. i. p. 194.

	Area in Acres.		Area in Acres.
Hackness,	11,885	Whitby,	28,226
Sneaton,	4,850		
		Total,	44,962

Whitby Registrar's District (531), extends over an area of 82,237 acres. In 1801 it contained 18,217 persons; in 1861, 23,633; and in 1881, 25,804. *Registrars' Sub-districts*.—Whitby is divided into three sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Egton,	40,508	...	4,226	...	5,705
2. Whitby,	22,226	...	14,484	...	15,347
3. Lythe,	19,503	...	4,923	...	4,752

The Lythe, or Wapentake of Pickering.—The liberty of the Pickering Lythe, which is the old name given to the Pickering district, comes down from the time of the Danes, who gave the name of Lythes to their military and naval districts along the sea-coast. The area of the liberty of Pickering Lythe is 156,314 statute acres. The following are its parishes, with their areas:—

	Area in Acres.		Area in Acres.
Allerston,	10,042	Scarborough,	2,292
Brompton,	10,607	Scarborough Castle (ex. par.),	55
Ebberston,	6,842	Seamer,	11,947
Ellerburn,	3,597	Sinnington (part of),	2,892
Filey (part of),	3,019	Thorntondale,	6,461
Hutton Bushel,	6,050	Thorntondale and Ellerburn,	1,413
Kirkby Misperton,	6,999	Wheeldale (ex. par.),	2,707
Levisham,	2,974	Wykeham,	8,247
Middleton,	27,281		
Pickering,	31,010	Total,	157,653
Scalby,	11,870		

Pickering Registrar's District (530), an extensive and fertile one, embraces an area of 99,037 acres. In 1801 it contained 7133 inhabitants; in 1861, 10,549; and in 1871, 12,737.* *Registrars' Sub-districts*.—Pickering is divided into five sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Lastingham,	24,099	...	1,659	...	3,748
2. Pickering,	30,788	...	4,701	...	4,973
3. Sinnington,	6,144	...	1,119	...	1,085
4. Allerston,	27,608	...	2,526	...	2,444
5. Lockton,	10,398	...	544	...	487

Scarborough.—This beautiful watering place, with the fine scenery of the surrounding district, has already been described in the present volume. A description of the sea-coast of the North

* See account of Pickering, vol. i. p. 193.

Riding, from the mouth of the river Ure to Filey Bay, will be found in the first.

Scarborough Registrar's District (525), covers an area of 88,098 acres. In 1861 it contained a population of 36,636 persons; in 1861, of 36,425; and in 1871, of 36,560. *Registrar's Sub-districts*.—Scarborough is divided into four sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Filey,	14,507	3,722	4,075
2. Scarborough,	18,754	20,207	26,395
3. Hutton-Bossell,	40,447	4,666	4,647
4. Sherburn,	13,260	1,564	1,443

CHAPTER XV.

THE EAST RIDING OF YORKSHIRE, WITH ITS PARLIAMENTARY
DIVISIONS AND WAPENTAKES, OR HUNDREDS.

Divisions of the East Riding.—The East Riding comprises six wapentakes, and the municipal boroughs of Beverley, Kingston-upon-Hull, and Hedon, which was incorporated in 1861. It is divided into twelve petty sessional divisions. The borough of Kingston-upon-Hull, which is a county of itself, has a commission of the peace and a separate court of quarter sessions; and the borough of Beverley has a commission of the peace. This riding contains thirteen lieutenancy subdivisions, consisting respectively of the borough of Kingston-upon-Hull and of the twelve petty sessional divisions, the borough of Beverley being included in the North Hunsley Beacon subdivision. The East Riding, which includes the borough of Kingston-upon-Hull, part of the city of York, and part of the borough of Malton, constitutes a division of the county for parliamentary election purposes. For police purposes the East Riding is formed into twelve divisions. It contains seven local board districts, and the borough of Hedon has an improvement commission. The East Riding is in the diocese of York; it contains 351 civil parishes, townships, or places, and part of one other township, namely, Filey, which extends into the North Riding.*

Area and Population of the East Riding.—The area of the East Riding is 750,828 statute acres. The number of houses in 1871 was 56,193 inhabited; 3768 uninhabited; and 737 building. The population of the East Riding in 1871 was 268,466 persons, of whom 133,679 were males, and 134,787 females. The average number of persons to the acre was 0·36; the number of acres to a person in the East Riding was 2·80. The increase in the numbers of the people in the East Riding, in the ten years from 1801 to 1811, was 22,783 persons; from 1811 to 1821, 20,668; from 1821 to 1831, 14,248; from 1831 to 1841, 26,045; from 1841 to 1851, 26,047; from 1851 to 1861, 19,244; and from 1861 to 1871, 28,239.†

* Census of England and Wales, 1871, vol. i. pp. 435-36.

† Ibid., pp. 436-37.

The Area and Population of the Wapentakes and Boroughs of the East Riding in 1871:—

	Area in Acres.	Population.
Beverley (borough),	2,412	10,218
Buckrose (wapentake),	109,009	14,958
Dickering (wapentake),	114,086	23,927
Harthill (wapentake),	263,532	49,268
Hedon (borough),	321	996
Holderness (wapentake),	168,399	25,579
Howdenshire (wapentake),	34,089	8,820
Kingston-upon-Hull (borough),	3,635	121,892
Ouse and Derwent (wapentake),	55,345	12,808 *

Houses and Population in 1871 of the Municipal and Parliamentary Boroughs of the East Riding:—

	Houses.	Population.
Beverley,	2,380	10,218
Hedon,	231	996
Kingston-upon-Hull (municipal borough),	25,119	121,892
“ “ “ (parliamentary borough),	25,441	123,408 †

The East Riding of Yorkshire contains the wapentakes or hundreds of Buckrose, Dickering, Harthill, Holderness, Howdenshire, and Ouse and Derwent, and the county of the town of Kingston-upon-Hull. Like the North Riding, it forms one parliamentary division. But in describing the East Riding it may be convenient to speak first of those portions of it which lie in the valleys of the Derwent and the Ouse; next, of those which include the lofty central chalk hills, known as the Wolds of the East Riding; and last, of the level country of Holderness, and of the sea-coast district, including the great chalk cliffs of Flamborough Head. This is the commencement northward of the chalk beds of England, which extend southward through Lincolnshire and the Midland counties, into Devonshire on the west, and Kent and the Isle of Thanet on the east.

The Wapentake of Buckrose.—The Buckrose wapentake or hundred, probably so named either from its buch or beech trees, as in Buckinghamshire, or possibly from some incident at one of the great hunting parties of the kings of Northumbria, is a fine agricultural district. The area of the Buckrose wapentake is 109,008 statute acres. The following are its parishes, with their areas:—

* Census, 1871, vol. i. p. 439.

† Ibid., p. 444.

	Area in Acres.		Area in Acres.
Acklam,	3,649	Settrington,	6,191
Birdsall,	4,030	Sherburn,	4,739
Bugthorpe,*	1,917	Skirpenbeck,	1,644
Burythorpe,	1,250	Sledmere,	7,040
Cowlam,	2,051	Thorpe Bassett,	1,806
Fridaythorpe,	1,918	Weaverthorpe,	5,600
Helperthorpe,	2,593	Westow,	3,016
Kirby Grindalythe,	7,583	West Heslerton,	6,579
Kirby Underdale,	5,123	Wetwang,	5,360
Kirkham (ex. par.),	272	Wharram-le-street,	2,071
Langton,	2,826	“ Percy,	9,093
Norton,	2,837	Wintringham,	8,229
North Grimston,	1,564	Yedingham,	540
Rillington,	4,582		
Scrayingham,	4,891	Total,	109,008

Birdsall, in the wapentake of Buckrose, four miles S.S.E. of Malton. Lord Middleton has a seat here, which stands not far from the foot of the wolds, in a fine sporting country. The mansion is spacious and commodious, and surrounded with extensive woods and plantations.

Sledmere, in the wapentake of Buckrose, eight miles north-west of Driffield, situated in a spacious vale in the centre of the Yorkshire wolds, has been the residence of the baronets of the Sykes family for several generations. Famous for a noble collection of books and of paintings.

Wharram-le-street, in the wapentake of Buckrose, like most of the places named from the strata of the Romans, lies upon the line of one of these great works.

The Wapentake of Ouse and Derwent extends over an area of 54,989 statute acres. The parishes are as follows:—

	Area in Acres.		Area in Acres.
Acaster Malbis (part of),	463	Riccall,	2,666
Catton,	3,836	Skipwith,	6,258
Dunnington,	3,040	Stillingfleet (part of),	4,429
Elvington,	2,371	St. Lawrence,	1,401
Escrick,	6,347	Thorganby,	2,938
Fulford,	1,651	Wheldrake,	5,310
Hemingbrough,	10,847		
Heslington (St. Paul),	1,243	Total,	54,989
Naburn,	2,172		

Escrick Hall, the beautiful residence of the Right Honourable Lord Wenlock, the lord-lieutenant of the East Riding, is one of the finest mansions in this part of Yorkshire, containing a most valuable collection of pictures, and surrounded by an extensive park.

* More correctly, Buch or Buckthorpe, that is, the Beechthorpe or Beechtree residence.

Riccall, the "rich hall," is memorable as the landing place of the Norwegians in the year 1066. Here are the remains of an episcopal manor-house.

Stamford Bridge is the point at which the Roman road crossed the Derwent, and was the scene of the memorable battle in which Harold Hardrada, and Tostig the rebellious earl of Northumberland, were defeated and slain by King Harold of England. The Anglo-Saxon and Norwegian accounts of this battle are given very fully in the first volume of this work, p. 454.

The Wapentake of Howdenshire.—Howdenshire is a wapentake, though small and called a shire, and includes a rich district of country situated between the river Derwent and the Humber. The old form of the name Howden was Howenden, or "the upland valley," and it gave its name to a well-known monkish writer, Roger of Howenden. The area of Howdenshire is 38,239 statute acres, 2007 acres being under the waters of the Humber.* The following are the parishes of Howdenshire, with their areas:—

	Area in Acres.		Area in Acres.
Blackwell.	1,008	Tearme (ex par.)	36
Embsayham par.	1,708	Wickington par. of	1,866
Chap. Stiles ex. par.	3	Wisson	2,672
Eastwington.	3,312	River Humber (cont.)	2,007
Gilbertville Mill (ex par.)	2½ roods		
Howden.	18,328	Total.	38,239
Market Weighton Canal ex par. pt. off.	27		

Howden Registrar's District (517), covers an area of 75,768 acres. In 1801 it contained a population of 9823 persons; in 1861, of 15,001; and in 1871, of 14,227. *Registrars' Sub-districts*.—Howden is divided into four sub-districts:—

	Area in Acres.	Population in 1801.	Population in 1871.
1. Easinge.	1,604	1,023	1,274
2. Buiwith.	16,639	3,108	1,978
3. Howden.	23,907	6,934	6,493
4. Newport.	13,708	4,046	3,780

HOWDEN.—This town, in the wapentake of Howdenshire, is twenty-one miles from York, and has a good well-frequented market. It is also noted for its great horse fairs, which are amongst the best in the north of England for the number and quality of the horses exposed for sale. Howden is situated about a mile from the river Ouse, and has a small harbour for boats and a ferry on the river. In ancient times the bishops of Durham were the lords of How-

* Index to Ordnance Survey, 1871.

denshire, and had a palace, supposed to have been built by the munificent and tasteful Walter Skirlaw, bishop of Durham, whose arms can still be traced in some parts of the ruins. On the south side of the palace was a park, which extended to the banks of the Ouse.

Wapentake of Harthill.—The wapentake, or hundred of Harthill is a very extensive district, which probably derived its name from the deer formerly grazing on its chalk hills. The area of the Harthill wapentake is 268,676 statute acres, 4901 acres being under the waters of the Humber.* The following are the parishes of Harthill, with their areas:—

	Area in Acres.		Area in Acres.
Aughton,	5,201	Londesborough,	4,256
Bainton,	3,968	Lund,	3,078
Barnby-on-the-Moor,	2,577	Market Weighton,	7,354
Bishop Burton,	4,259	“ “ Canal (ex. par., pt. of),	14
“ Wilton,	6,694	Middleton-on-the-Wolds,	3,664
Brantingham (part of),	780	Millington,	2,509
Brindleys (ex. par.),	168	New Village (ex. par.),	509
Bubwith,	10,134	North Cave,	7,268
Burnby,	1,700	“ Dalton,	4,635
Catton (part of),	4,164	“ Ferriby,	3,657
Cherry Burton,	3,465	“ Newbald,	5,972
Cottingham,	9,563	Nunburnholme,	2,533
Driffild,	7,600	Pocklington,	4,788
Ellerton,	2,554	Rowley,	6,423
Elloughton,	2,635	Sancton,	4,477
Etton,	3,728	Scorbrough,	1,384
Everingham,	2,980	Seaton Ross,	3,426
Fangfoss,	1,408	Skerne,	2,757
Full Sutton,	881	Skidby,	1,560
Goodmanham,	3,025	South Cave,	7,144
Great Givendale,	1,314	“ Dalton,	1,844
Haltemprice (ex. par.),	208	St. John Beverley (part of),	7,623
Harswell,	1,125	St. Martin “	873
Hayton,	3,636	St. Mary “	578
Hessle,	2,944	St. Nicholas “	959
Holme on Spalding Moor,	11,514	Sutton-upon-Derwent,	3,681
“ on the Wolds,	1,517	Thornton,	9,088
Hotham,	2,808	Walkington (part of),	1,864
Huggate,	7,003	Warter,	7,875
Hutton Cranswick,	6,442	Watton,	4,744
Kildwick Percy,	1,579	Wilberfoss,	3,184
Kilnwick juxta Watton,	4,869	Wressel,	3,819
Kirkburn,	6,218	River Humber (tidal),	4,901
Kirk Ella,	4,827		
Leckonfield,	3,629	Total,	268,676
Lockington,	3,083		

* Index to Ordnance Survey, 1871.

Aughton was the residence of Robert Aske, who in the year 1536 headed the insurrection called the Pilgrimage of Grace, which brought himself and many of his followers to the block or the gallows. He is represented as a daring and honest enthusiast.

Bainton is an ancient parish. In former times a beacon was erected near this village, for the purpose of rousing the surrounding country on the approach of danger, and this circumstance has given the name of Bainton Beacon to this division of Harthill. William le Gros, one of the early earls of Albemarle, was buried in the church at Bainton.

Cave (South), seven miles S.S.E. of Market Weighton, twelve miles from Hull, and twenty-eight miles from York, is situated in a hollow, from which it probably derives its name. It is a small market town in the division of Hunsley Beacon, at the western foot of the wolds, in a very pleasant country, and about three miles from the river Humber. It is said that John Washington, an ancestor of the great American hero and President, George Washington, lived here, and possessed part of the Cave estate; that he emigrated to America about the year 1657, when he settled at Bridges Creek, in the county of Westmoreland in the state of Virginia, where the name of the family has ever since been famous.

Cottingham, six miles N.W. of Hull, is a place of considerable antiquity, and one of the pleasantest villages in the East Riding of Yorkshire. The ancient Norman family of Stuteville, or de Stoteville, had formerly a castle here, called Baynard Castle.

Dalton (South and North), in this wapentake. Here the ancient family of the Hothams, now peers of Ireland, have been resident for many ages.

Driffeld (Great) is named Trifels, or the three fells, in Domesday. It is a well-built market town, at the foot of the wolds, and is the point at which the river Hull takes its rise, being formed by the confluence of a number of fine trout streams rising in the neighbouring hills. In early ages Great and Little Driffeld were the residence of one of the Anglian kings of Northumbria, whose capital was at York. An inscription in the church of Little Driffeld is said to cover the remains of Alfrid (the "all-peaceful"), king of Northumbria, who departed this life, January 18, A.D. 702.

Godmundham, or the God-protected home, has already been mentioned in this work in the account given of the introduction of Christianity among the Angles of Northumbria, under the

teaching of Paulinus and the influence and example of Edwin, the first Christian king of Northumbria, and the first founder of York minster. At this point, which is situate in the wapentake of Harthill, about a mile and a half N.N.E. of Market-Weighton and on the lowest acclivity of the wolds of the East Riding, was the pagan temple of the Angles of Northumbria, which is supposed to have stood on the site of an earlier temple of the Britons, and probably near the Roman station of Delgovitia. The site of the temple can still be traced by an extensive cluster of artificial hills, now called the Howe Hills. The church of Godmundham furnished several fine specimens of Anglian or Saxon architecture. The exterior arch of the west end of the tower, intersected by a buttress, the arch of the south entrance, and the interior arch entering into the chancel, are believed to be Saxon; but the inner part of the church is supposed to have been renewed.

Holme on Spalding Moor, on the high road to York from Market-Weighton, possesses a most commanding view over a great part of the wapentake of Harthill, and has a beacon named *Holme Beacon*, which was formerly the rallying point of the whole of the district when threatened with invasion. Even in more recent times it was considered dangerous to cross the great moors which surround the beacon, without a guide.

Londesborough, two and a half miles north of Market Weighton, was for several centuries one of the seats of the great house of Clifford, earls of Cumberland, from whom it passed by marriage with the heiress of the Cliffords to the Cavendishes, dukes of Devonshire, who recently sold it to Lord Londesborough. The position is most commanding and beautiful.

Market Weighton is called *Mickel Weighton*, when first mentioned by the Anglian writers. It was a residence of one of the chiefs of Deira, a district which extended over a great part of the East Riding. It is supposed to stand on the line of a great Roman road, which formerly ran from Eboracum, or York, to the mouth of the river Humber. It has an extensive corn trade, and a navigable canal to the Humber, besides the usual facilities for railway travelling.

Pocklington is thirteen miles from York. It is a market town, possessing the advantage of a navigable canal to the Humber, formed about the year 1814.

Watton, six miles south of Driffild, is supposed by some to

be the scene of the great battle of Brunenburh between King Athelstane and the Danes and Norwegians, which is regarded as the greatest victory gained by the Anglo-Saxons. There was a nunnery here about A.D. 686, and in the year 1150 Eustace Fitz-John founded a priory of Gilbertine nuns, fifty-three in number.

Wressell, four miles north-west of Howden, was formerly one of the chief Yorkshire castles of the Percys, earls, and ultimately dukes, of Northumberland, who were also earls of Beverley. It was pulled down by order of the Long Parliament about the year 1644-45. Little more than the shell of this once princely mansion now remains.

THE HISTORY OF THE BOROUGH OF BEVERLEY.

Beverley, the most considerable borough in the wapentake of Harthill, is situate about nine miles north-north-west from Hull, and twenty-nine miles from York. The neighbouring district on the west is elevated and pleasant. On the east extends a level country. This in the last century was little better than a fen, but it has been reclaimed by drainage, inclosures, and good cultivation. The town of Beverley is airy and pleasant, and its beautiful minster and St. Mary's church are sufficient to render it interesting to every intelligent visitor. Beverley is a town of great antiquity, dating from the time of the introduction of Christianity into England by Augustine, Paulinus, and St. John of Beverley. In the eighth century the site of Beverley was known as "Deira-wodu," that is, the forest of Deira, which extended over the wolds of the East Riding. Beverley gained importance and fame from St. John of Beverley, who built his hermitage here. He received Christian training at Whitby, and after living some time as a hermit in a cell near the Tyne was made bishop of Hexham (687), and was afterwards translated from that see to York (705). He devoted himself earnestly to the spread of religion amongst the Anglian race, and visiting the great wood or forest of Deira, founded here a church dedicated to St. John. This he afterwards enlarged and enriched, and having gathered here a brotherhood of monks he resigned his archbishopric of York, or Northumbria as it then was (718), joined himself to the convent, and died in his hermitage May 7, 721.

The Minster.—The ancient church of St. John occupied the site on which now stands the noble building called the Minster; but which

never served the uses of a monastic institution. It suffered greatly from a destructive fire in the reign of Henry II., and no part now existing is of earlier date than the twelfth century. With some slight exceptions the structure east of the nave belongs to the thirteenth century, and the nave, the north porch, and the west front, belong to the fourteenth century. It is uncertain to what member of the family of the Percys, the celebrated Percy shrine, which fills the arch between the choir and the north-east transept, was a memorial. It is one of the most superb monuments of decorated work remaining in England. The rich and beautiful details cannot be described in words, but require the aid of the engraver to present them suitably to the imagination. The same remark will apply to the most interesting parts of the interior. It must, however, be regretted that of these several are greatly impaired by the presence of tasteless, ill-placed, modern monuments. The original shrine of St. John of Beverley was most probably destroyed by the fire in 1187. A second shrine, containing the relics of the saint, was destroyed at the dissolution of the monasteries; but the relics were found and again buried in 1736. They rest now, it is said, "under the fifth centre square slab of black marble from the tower westward." The old *Frith-stole*, or seat of peace, to which belonged the privilege of affording a sanctuary even to murderers, stands in the choir-aisle, and close to the aisle-transept. In the south transept hangs a tablet, repainted in the time of Charles II., and containing a rhythmical version of the extensive grants and privileges said to have been made to the church of Beverley by King Athelstane, the grandson of Alfred the Great, after the great victory over the Danes at Brunenburh. But the rhymes are said by Poulson, the historian of Beverley, to be of the fourteenth century, about the reign of Edward III., though the privileges themselves were probably conferred by Athelstane. The exterior of the minster has two grand features—the west front, almost incomparable as a specimen of perpendicular architecture; and the north porch, which is exceedingly graceful. This minster gives enough of architectural beauty to Beverley; but in addition, we have still to notice a structure almost worthy of being compared with it. This is St. Mary's Church, which has lately been restored by that great master of ecclesiastical architecture, Sir. G. G. Scott.

Pocklington Registrar's District (516) covers an area of 110,624

acres. In 1801 it contained a population of 10,637 persons; in 1861, of 16,710; and in 1871, of 15,964. *Registrars' Sub-districts*.—Pocklington is divided into three sub-divisions:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. East Stamford Bridge . .	35,050	4,502	4,258
2. Pocklington,	42,488	6,954	6,744
3. Market Weighton,	33,086	5,254	4,962

Beverley Registrar's District (518) covers an area of 80,226 acres. In 1801 it contained a population of 12,748 persons; in 1861, of 21,029; and in 1871, of 21,450. *Registrars' Sub-districts*.—Beverley is divided into four sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. South Cave,	20,071	3,390	3,409
2. Beverley,	25,947	13,007	13,602
3. Lockington,	22,668	3,163	3,006
4. Leven,	11,534	1,469	1,433

Driffield Registrar's District (523) covers an area of 111,286 acres. In 1801 it contained a population of 8894 persons; in 1861, of 19,226; and in 1871, of 19,265. *Registrars' Sub-districts*.—Driffield is divided into four sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Foston,	18,365	3,171	2,909
2. Driffield,	21,862	7,787	8,366
3. Bainton,	33,416	4,009	3,863
4. Langtoft,	37,643	4,259	4,127

Dickering Wapentake.—The Dickering wapentake, which approaches the German Ocean at Flamborough Head, may perhaps be named from one of the great dykes extending for many miles, which were formed in early times to protect the inhabitants either from floods of the Derwent, or from the greater dangers of hostile invasion. It is an agricultural and pastoral district, that stretches to the sea on its eastern side. The area of Dickering wapentake is 114,085 statute acres. The parishes of Dickering, with their areas, are as follows:—

Area in Acres.	Area in Acres.
Argam, 559	Folkton, 5,497
Bempton, 1,970	Foston-on-the-Wolds, 4,897
Bessingby, 1,269	Foxholes, 4,305
Boynton, 2,612	Ganton, 3,982
Bridlington, 12,432	Ganton-on-the-Wolds, 4,147
Burton Agnes, 8,707	Hunmanby, 8,451
Carnaby, 3,855	Kilham, 8,173
Filey (part of), 292	Langtoft, 6,168
Flamborough, 3,083	Little Kelk (ex. par.), 727

	Area in Acres.		Area in Acres.
Lowthorpe,	1,968	Ruston Parva,	969
Muston,	2,293	Thwing,	4,023
Nafferton,	5,821	Willerby,	4,566
North Burton,	3,909	Wold Newton,	2,028
Reighton,	1,818		
Rudston,	5,550		114,085

Auburn, or the water-brook, is in the parish of Fraisthorpe, near to the sea-coast, and three and a half miles south of Bridlington.

Boynnton stands on an elevated ridge of ground. *Boynnton Hall*, a lofty pavilion erected by Sir George Strickland, commands very fine views both of the sea and land.

Filey, at the junction of the wapentakes of Dickering in the East Riding, and Pickering Lythe in the North Riding, about seven miles south-east of Scarborough, stands on a fine bay, and has become a flourishing watering place. The neighbouring country is very bold, especially along the sea-coast; and at *Filey* the sands are very firm, and are bounded on the north by a remarkable ridge of rocks, extending nearly half a mile into the sea, and called *Filey Brig*. *Filey* is considered one of the best points that could possibly be chosen for the constructing of a harbour of refuge on this coast, capable of insuring the safety of large ships.

Flamborough, or *Flamborough Head*, four and a half miles north-east of Bridlington Bay, which it shelters from the north-eastern blasts, and sixteen miles south-east of Scarborough, is one of the loftiest and grandest promontories on the English coast, rising to the height of upwards of 300 feet above the sea. Its name probably implies "the hill of the lighthouse," and it was no doubt provided with a lighthouse from the time of the Romans, as well as during the Anglian period. The cliffs, which are of chalk, extend in a range from five to six miles, and at the base of these rocks are several extensive caverns, some formed by convulsions of nature, and others worn by the never-ceasing action of the ocean. The most remarkable of these excavations are the *Dovecot*, the *Kirk Hole*, and *Robin Lyth's Hole*, the last of which far surpasses the others, and is thus described by an eloquent writer:—"It (the cavern) has two openings, one communicating with the land, the other with the sea. The former is low and narrow, giving solemn admission into the cavern, which at the first entrance is surrounded with deep gloom; but the darkness gradually dispersing, the magnificence becomes unfolded, and excites the

admiration of the exploring stranger. The floor is a solid rock, formed into broad steps of an easy descent, and the stones at the sides are curiously variegated. The roof is finely arched, and nearly fifty feet high at the centre. On approaching the eastern extremity a noble vista is formed by its opening into the sea, which appears in its highest grandeur to those emerging from the gloom of the cavern. In the summer season the ridges of these immense cliffs form the breeding place of millions of aquatic birds; and in the months of May and June the rocks seem absolutely animated, being covered with innumerable sea-fowl of various plumage." A law, proposed by Mr. Christopher Sykes, one of the members for the East Riding, has been recently passed by Parliament prohibiting the wanton destruction of these beautiful birds. The remains of a deep ditch, the outwork of a camp supposed to have been formed by the Danes, can still be traced on the neck of this stupendous natural fortress. The erection of a lighthouse has in modern times again given comparative security on this dangerous coast, as will be seen from the following note in Coates' descriptive poem of Bridlington Quay:—"From June, 1770, to the end of the year 1806, not fewer than 174 ships were wrecked or lost at Flam-borough Head and its environs; but since the erection of the lights to month of March, 1813, not one vessel had been lost at that point when the lights could be seen."

Kilham, six miles N.N.E. of Driffield, had formerly a market on Thursday, which is now disused. The town is situated in a pleasant vale amidst the wold hills. The first part of the name means a spring or fountain of water, and this is one of the places at which the periodical springs named the Gipseys break out on the edge of the chalk district after a long continuance of heavy rain. In very wet years the springs burst forth with so much violence as to form an arch, under which a man on horseback may ride. The name, as we have already stated, means a rush of water, and is derived from the Norse words *gyga*, "a whirlpool."* There are many of these temporary springs around the chalk formation, not only in the wolds of Yorkshire, but in all the chalk districts in the kingdom; and there is an interesting account of them in the Rev. Gilbert White's "History of Selborne," which parish stands on the edge of this formation.

Wold Cottage, in the parish of Thwing, is chiefly remarkable for

* See vol. i. p. 465.

the fall of one of the largest aerolites ever known to have fallen in this country. This occurred on the 13th December, 1795, and to commemorate the event an obelisk was erected, with this inscription:—"Here, on this spot, December, 1795, fell from the atmosphere an extraordinary stone, in breadth 28 inches, in length 36 inches, and whose weight was 56 lbs. This column in memory of it was erected by Edward Topham, 1799." In its fall it forced its way to a depth of 12 inches in the earth and 7 inches into the chalk rock, making in all a depth of 19 inches from the surface. The whole question of the origin and fall of aerolites is well discussed in Humboldt's "Cosmos."

BRIDLINGTON OR BURLINGTON.—The pleasant and commodious town and port of Bridlington or Burlington, in this wapentake, eighteen miles from Scarborough and forty from York, is situated near the sea-coast and about a mile from the shore, in the recess of a beautiful bay from which it takes its name, which is probably derived from the Norse word *berlingr*, or "the smooth water;" that being the only place on this part of the coast in which there is any natural shelter for ships. Burlington is supposed to be the site of the well-harboured bay mentioned in Ptolemy's "Geography," which gives it a claim to great antiquity. In the Norman times a priory was erected here in the reign of King Henry I., by Gilbert de Gant. This priory, the remains of which stand at the east end of the town, is pleasantly situated, with a fine view of the sea; and according to Burton, the historian of the monasteries of Yorkshire, it was fortified with walls of stone and lime in the year 1388, to secure it from attack from the pirates who then infested these seas. The church of the priory was a noble structure, and the west end, although erected, as the date shows, in the year 1136, is still a fine object. Originally it had two towers, but they are now both demolished. Of the walls and fortifications which once inclosed the priory, nothing now remains except an arched gateway, above which there is a large room, formerly used as a town hall. The monastery produced some men of distinguished abilities, including William of Newburgh, an early English historian, who was a native of Bridlington, but who took the name of Newburgh from the circumstance of his having become a canon of the last-named house.

Bridlington Quay, is a pleasant harbour and healthful sea-bathing place in the parish of Bridlington, one mile to the south-east of

the town. The quay, being a harbour of refuge on a coast where it is greatly required, is formed by two piers which extend a considerable distance into the sea. The pier, situated most to the north, has a convenient platform which furnishes an agreeable promenade, commanding a delightful view of the lofty promontory of Flamborough Head. The number of coasting vessels that, in time of stormy weather or of adverse winds, resort to this bay for safety, is frequently large, and gives great animation to the scene. The port, though small, is clean and secure. It is sheltered on three of its sides by the coast, the town, and the piers. The harbour is defended against the approach of an enemy by batteries which enfilade the entrance to the port, and form a cross fire at right angles. The first stone of a northern pier was laid in the year 1818. The harbour, which is dry at low water, has a spring-tide flow of about eighteen feet at the entrance, and below high water mark is an ebbing and flowing spring of fine fresh water, which was discovered in the year 1811 by the late Benjamin Milne, collector of the customs at this port. Few places present a more inviting beach than that which here descends from the quay to the sea, and which is peculiarly favourable to sea-bathing.

Bridlington Registrar's District (524) covers an area of 66,592 acres. In 1801 it contained a population of 8150 persons; in 1861, of 14,371; and in 1871, of 15,415. *Registrars' Sub-districts*.—Bridlington is divided into three sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Skipsea,	16,806	...	1,939	...	1,858
2. Bridlington,	19,170	...	8,518	..	9,684
3. Hunmanby,	30,616	...	3,914	...	3,873

The County and Town of Kingston-upon-Hull.—The county and town of Kingston-upon-Hull have an area of 5107 statute acres, 1472 acres being under the waters of the Humber.* As already mentioned, Kingston-upon-Hull contained a population of 121,892 persons at the Census of 1871. The parishes of Kingston-upon-Hull, with their areas, are as follows:—

	Area in Acres.		Area in Acres.
Charter House (ex. par.),	1	Sutton (part of),	273
Drypool,	1,481	Trinity,	1,015
Garrison Side (ex. par.),	79	River Humber (tidal).	1,472
Sculcoates,	744		
St. Mary,	38	Total,	5,107

* Index to Ordnance Survey.

The Borough of Kingston-upon-Hull.—We have already fully described this great seat of commerce, the third port in England, and the first of the ports of Yorkshire.

Hull Registrar's District (520) covers an area of 1054 acres. In 1801 it contained a population of 22,161 persons; in 1861, of 56,888; and in 1871, of 68,316. *Registrars' Sub-districts.*—Hull is divided into three sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Humber,	61	...	10,690	...	8,744
2. St. Mary,	53	...	6,132	...	5,300
3. Myton,	940	...	40,066	...	54,272

Hessle, five miles W.S.W. of Hull, is a very ancient place, and the head of an extensive parish which included, or was supposed to include, the present site of the town of Hull.

Swanland, a pleasantly situated village seven miles from Hull, commands a fine view of the Humber and the Lincolnshire and Yorkshire coasts.

Sculcoates Registrar's District (419) covers an area of 38,584 acres. In 1801 it contained a population of 13,487; in 1861, of 51,956; and in 1871, of 68,142. *Registrars' Sub-districts.*—Sculcoates is divided into eight sub-districts:—

	Area in Acres.		Population in 1861.		Population in 1871.
1. Sutton,	4,760	...	8,348	...	8,928
2. Cottingham,	10,724	...	3,391	...	4,232
3. Ferriby,	7,060	...	1,858	...	1,772
4. Hessle,	7,115	...	2,522	...	4,861
5. Hedon,	6,618	...	2,053	...	2,112
6. Drypool,	1,561	...	6,617	...	12,425
7. East Sculcoates,	259	...	12,160	...	13,292
8. West Sculcoates,	487	...	15,007	...	20,520

The Wapentake of Holderness.—Holderness, or the ness or promontory of the lower land, lying to the east of the ancient forest of Deira, which once covered the wolds of the East Riding, is a remarkably rich and well-cultivated country, with excellent markets for all its produce in the flourishing town of Kingston-upon-Hull, and in the numerous watering places along the sea-coast. The area of the wapentake of Holderness is 200,963 statute acres, 32,243 acres being under the waters of the Humber.* The following are the parishes of Holderness, with their areas:—

* Index to Ordnance Survey.

	Area in Acres.		Area in Acres.
Aldbrough,	6,397	Ottringham,	4,304
Atwick,	2,297	Owthorne,	4,032
Barnston,	2,966	Patrinton,	3,741
Beeford,	5,746	Paull,	6,910
Brandsburton,	5,184	Preston,	5,804
Burton Pidsea,	2,302	Rise,	2,039
Catwick,	1,570	Riston,	2,837
Colden Parva,	727	Roos,	3,622
Easington,	2,995	Routh,	2,384
Garton,	2,064	Sigglesthorpe,	5,806
Goxhill,	837	Skeckling-cum-Burstwick,	5,611
Halsham,	2,906	Skeffling,	1,834
Hedon,	320	Skipsea,	5,118
Hilston,	552	Sproatley,	1,372
Hollym,	4,248	St. John Beverley (part of),	1,098
Holmpton,	519	Sunk Island,	6,914
Hornsea,	3,332	Sutton (part of),	4,486
Humbleton,	6,296	Swine,	14,694
Keyingham,	3,548	Tunstall,	1,346
Kilnsea,	911	Waghen, or Wawne,	5,439
Lelley Dale (ex. par.),	15	Welwick,	3,515
Leven,	5,061	Winestead,	2,108
Mappleton,	3,454	Withernwick,	2,690
Marfleet,	1,235	River Humber (tidal),	32,243
North Frodingham,	3,147		
Nunkeeling,	2,314	Total,	204,152

Aldbrough, on the coast of Holderness, no doubt, stands on the ruins of one of the ancient British or Roman positions to which the Angles, when they conquered this part of England, gave the name of Aldbrough, or the ancient fortress. It is a flourishing village, situate on the declivity of a slight eminence, and contains some elegant and well built houses. In the interior of the church is an ancient circular stone, fifteen inches in diameter, commemorating the building of the church, with an inscription stating that the "Ulf" (the Wolf, a favourite name amongst ancient warriors) "commanded this church to be erected for the souls of Hanum and Gothard. A Roman road runs through Aldbrough, and no doubt formerly connected the towns or positions near the mouth of the Humber with those lying in the neighbourhood of Flamborough Head." *

Atwick, or the camp of the altar, or place of sacrifice, in the Anglian language, is two miles from Hornsea. It is a small but pleasant village, situated near the sea, and much threatened by its encroachments.

* E. Baines, vol. ii. p. 148.

Burton Constable is in the parish of Swine (probably a corruption of Sweyn, the name of the great king of Norway, the father of Canute the Great, whose fleets long held the entrance to the river Humber), about five miles north of Hedon. Near to Burton Constable stands the ancient and elegant mansion of the Constables of Burton Constable, who have been knights or baronets from a very early age. The mansion is pleasantly situated in the centre of a large deer park, and is surrounded by fruitful gardens, and ornamented with great taste.

Meaux was formerly noted for a monastery of the Cistercian order, founded here in the year 1136 by William le Gros, earl of Albemarle. Little remains of the building; but the moats or ditches may still be traced, and there is abundant historical evidence of the wealth and greatness of the abbey of Meaux. We have already stated in our history of Hull, that the site of that great town formerly belonged to the abbots of Meaux, and was sold by them to King Edward I.

Patrington, about eighteen miles from Hull, was supposed by Camden to have been the Prætorium mentioned in the "Itinerary" of Antoninus, as the termination of the first Iter, extending from Eboracum eastward to Prætorium. A navigable creek of the Humber comes within a mile of the place, and is called Patrington Haven. The church is a beautiful Gothic structure in the form of a cross, and is dedicated to St. Patrick, from whom, according to other authorities, the town is said to have derived its name.

Siggleshorne, in the wapentake of Holderness. The hall is the residence of Sir William Wright, Kt. Bach., chairman of the Hull Docks.

Skipsea was formerly adorned with a stately castle inhabited by the lords of the district.

Skirlaugh, or the Shirehill, is a place for the Census registration of this district.

Sunk Island, in Holderness, a range of 6914 acres, was recovered from the Humber by strong banks, and is now in a high state of cultivation.*

Swine, or probably Sweyn, is the site of an ancient encampment, and has a very old church. It is said that several Roman coins, some of them of the age of Constantius, the father of Constantine the Great, have been dug up here.

* Index to Ordnance Survey.

Winestead, was long the residence of the baronets of the Hildyard family, and was the birthplace of Andrew Marvell, the poet and patriot, who was born here on the 31st March, 1621.

Hedon.—Hedon has had assigned to it a remote antiquity. It is stated to have been a place of some importance in the Saxon times. The Danes are said to have destroyed it, and a field called Danesfield is adduced as a traditional proof that a great battle had been fought at this place by that people. Camden says, "Hedon formerly advanced to the highest pitch, from which it fell by the nearness of Hull and by the silting up of the harbour, and is so sunk as to have scarce the least traces of its former splendour. The manufacture of cloth was probably once carried on here, as the burgesses were convicted, in the 4th Edward I., of making it of less breadth than was required by law."

The borough of Hedon, although it has lost its claim to be considered a port, is still a pleasantly situated market town, and has recently been again raised to the position of a municipal borough. The old harbour which insulated the town consisted of about 300 acres. Where, in the reign of Edward III. lay vessels of superior size, now extends luxuriant meadow ground; and the busy hum of the seaport is changed for the lowing of cattle and the bleating of sheep. The town is now situated two miles from the Humber. Still there is some business done in shipping corn for London and the west of Yorkshire, and returns are made in general merchandise. The town was formerly divided into two parishes, St. Nicholas and St. Augustine, which includes the whole place. Here are a Roman Catholic chapel, a Wesleyan and a Baptist chapel, and Day and Sunday schools.

Newton Garth is celebrated for an hospital, founded in the reign of Henry II.

Hornsea and Withernsea.—In such a district we must not look for the picturesque. The nearest approach to beauty will be found in some old halls and mansions, comfortably seated among woods and plantations, as at Burton Constable, Rise Hall, Wassand Hall, Grimston, Garth, and Winestead.

Holderness has two sea-side watering places—Hornsea and Withernsea. The former is chiefly noted for its mere or pool, nearly five miles long, and defended from the encroaching sea by a barrier that will not long defend it. The latter, Withernsea,

consists of a row of houses and a spacious hotel near the low reddish-brown cliffs, and likely in the course of a few years to be still nearer.

We must not forget to mention Smeaton's lighthouse at Spurn Point. It rests upon a gradually shifting foundation of land formed from the waste of the coast, and has a tower ninety feet high. Two former towers have fallen here. The existing tower and the adjacent life-boat station have done noble service to navigation at the mouth of the Humber.

Patrington Registrar's District (521) covers an area of 62,166 acres. In 1801 it contained a population of 5947 persons; in 1861, of 9681; and in 1871, of 9115. *Registrar's Sub-district*.—Patrington forms one sub-district:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Patrington,	62,166	9,681	9,115

Skirlaugh Registrar's District (522), covers an area of 67,457 acres. In 1801 it contained a population of 6150 persons; in 1861, of 9654; and in 1871, of 9778. *Registrars' Sub-districts*.—Skirlaugh is divided into five sub-districts:—

	Area in Acres.	Population in 1861.	Population in 1871.
1. Humbleton,	11,091	1,438	1,294
2. Skirlaugh,	17,504	2,336	2,335
3. Aldbrough,	12,076	1,735	1,605
4. Hornsea,	13,663	2,529	3,072
5. Brandsburton,	13,123	1,616	1,472

THE AINITY OF YORK.

The parishes of the city and county of the city of York, with their areas, are as follows:—

Area in Acres.	Area in Acres.
All Saints, North Street, 11	St. Mary Bishophill, senr. (part of), . . . 213
" (Pavement), 6	" " junr. (part of), . . . 762
Dary Hall (ex. par.),—1 rood.	" Castlegate (part of), . . . 25
Minister Yard with } 8	St. Michael-le-Belfrey (part of), . . . 29
Bedern township (ex. par.) }	" Spurriergate, 5
Mint Yard township (ex. par.), . . . 3	St. Nicholas, 167
St. Crux, 6	St. Olave (part of), 58
St. Cuthbert (part of), 291	St. Sampson, 5
St. Dennis, 28	St. Saviour (part of), 46
St. Helen Stonegate, 4	Trinity Goodramgate, 103
St. John Micklegate, 7	" (King's Court), 4
St. Lawrence (part of), 75	" Micklegate (part of), 62
St. Margaret, 20	
St. Martin, Coney Street, 9	Total, 1970
St. Martin-cum-Gregory, 12	

The Parishes of the County of York, with their Areas.—The parishes of the county of York, with their areas, are as follows :^{*}—

	Area in Acres.		Area in Acres.
York Castle (ex. par.),	7	St. Mary, Castlegate, being part of the county gaol of York,	3

The Ainsty of York.—The Ainsty of York, or independent district around that ancient city, extends over an area of 52,059 statute acres. It includes a large portion of the rich vale of York.† The following are the parishes of the Ainsty, with their areas :—

	Area in Acres.		Area in Acres.
Acaster Mulbis (part of),	1,885	Nun Monkton (part of),	68
Acornthorpe,	2,047	Raiforth,	2,465
Askham Bryan,	1,894	Stillingfleet (part of),	1,572
" Richard,	980	St. Mary Bishoppthorpe, senior (part of),	709
Billbrough,	1,446	" junior (part of),	3,361
Bilton,	4,810	Tadcaster (part of),	1,979
Bisphopthorpe,	730	Thorn Arch,	1,670
Bolton Percy (part of),	7,608	Trinity Micklegate (part of),	1,082
Bramham,	2,770	Walton,	1,060
Kirk Hammerton (part of),	1,079	Wighill,	2,624
Long Marston,	1,304		
Moor Monkton,	4,322	Total,	52,059
Nether Poppleton,	1,278		

* Index to Ordnance Survey.

† Ibid.

CHAPTER XVI.

YORKSHIRE AT THE CENSUS OF 1871.

IN bringing our account of this, the greatest of English counties, to a close, it may be desirable to show how rapid and large has been the increase of the population during the present century, and more especially during the ten years which intervened between the Census of 1861 and that of 1871, and what are the prospects of a continuance of a similar rate of increase in the future.

In former times there was no regular Census or enumeration of the people, and all that was known, or rather conjectured, was that the number was great and appeared to be rapidly increasing. Now we know both the numbers and the rate of increase from the time when the Census of 1801 was taken. Formerly even statesmen and actuaries had to rely either on vague estimates, or on somewhat uncertain calculations founded on the parish registers, which showed the number of births, deaths, and marriages, and thus enabled them to form a guess as to the number of persons amongst whom they took place.

Area and Population of the County of York.—As already stated, the area of the county of York, according to the Ordnance Survey, is 3,923,697 statute acres. The Registrars' Returns give it as 3,882,851 acres; but the figures of the Survey are no doubt correct, including the whole of the county as ascertained by actual survey.* The number of houses in the county of York in 1871 was 507,040 inhabited; 29,533 uninhabited; and 6019 building. The population in 1871 was 2,436,355 persons, of whom 1,206,625 were males, and 1,229,730 females; the average number of persons to an acre was 0·63; the average number of acres to a person was 1·59.

Rapid Increase of the Population of Yorkshire during the present Century.—The population of the county of York showed a continued increase at each decennial period from the commencement of the century, as will be seen from the following table:†—

* Index to the Ordnance Survey of Yorkshire, 1847-53. † Census of England and Wales, 1871, vol. i. p. 437.

	Population.		Population.
1801,	859,133	1841,	1,592,059
1811,	986,076	1851,	1,797,995
1821,	1,173,895	1861,	2,033,610
1831,	1,371,966	1871,	2,436,355

The increase during each decennial period was as follows:—From 1801 to 1811, 126,943 persons; from 1811 to 1821, 187,819; from 1821 to 1831, 198,071; from 1831 to 1841, 220,093; from 1841 to 1851, 205,936; from 1851 to 1861, 235,615; and from 1861 to 1871, 402,745. It will be seen from the above figures that the increase of population in the county of York, has been great and rapid during the whole of the present century, and that it was very much larger in the ten years between the Census of 1861 and that of 1871 than in any previous decennial period. In comparison with previous ages and times it has been immense, as will be seen from the following tables showing the population of Yorkshire and of all the English counties in the years 1600, 1700, 1801, and 1871.

AREA AND POPULATION OF ELEVEN DIVISIONAL GROUPS OF COUNTIES OF ENGLAND AND WALES IN 1600, 1700, 1801, AND 1871.*

No. of Groups.	Counties constituting the Divisions in First Column.	Area.		Population.			
		Statute Acres.	Square Miles.	1600.	1700.	1801.	1871.
	England and Wales, . .	37,319,221	58,311	4,862,902	6,045,008	8,892,536	22,712,266
I.	Middlesex, Surrey, . .	664,495	1,038	386,647	862,566	1,086,362	3,631,400
II.	Kent, Sussex, Hants, Berks,	3,421,227	5,346	440,878	444,110	797,908	2,006,909
III.	Herts, Bucks, Oxon. Northampton, Hunts, Bedford, Cambridge, .	3,008,107	4,700	444,497	516,652	639,334	1,186,842
IV.	Essex, Suffolk, Norfolk, .	3,361,131	5,252	496,574	580,144	715,565	1,253,961
V.	Wilts, Dorset, Devon, Cornwall, Somerset, . .	5,061,422	7,908	761,576	917,788	1,104,438	1,879,914
VI.	Gloucester, Hereford, Salop, Stafford, Worcester, Warwick, . . .	3,950,387	6,172	496,917	680,271	1,104,339	2,739,473
VII.	Leicester, Rutland, Lincoln, Nottingham, Derby,	3,556,989	5,558	432,598	479,260	656,924	1,427,135
VIII.	Cheshire, Lancashire, . .	1,913,419	2,990	301,494	343,612	865,791	3,380,696
IX.	Yorkshire,	3,923,697	6,067	405,428	435,443	859,133	2,436,355
X.	Durham, Northumberland, Cumberland, Westmoreland,	3,408,971	5,327	291,499	366,384	475,497	1,356,998
XI.	Monmouthshire & Wales, .	5,090,222	7,953	404,794	418,778	587,245	1,412,583

* This and the following table is taken from Census 1871, vol. iv. p. 26.

DENSITY OF POPULATION IN THE ABOVE ELEVEN DIVISIONAL GROUPS OF COUNTIES.

No. of Groups.	Density of Population—Persons to a Square Mile.			
	1600.	1700.	1801.	1871.
England and Wales,	83	104	153	390
I.	373	428	769	3,498
II.	83	83	149	375
III.	95	110	136	253
IV.	95	110	136	239
V.	96	116	140	238
VI.	81	110	179	444
VII.	78	86	118	257
VIII.	101	115	290	1,131
IX. (Yrks.)	67	72	142	402
X.	55	69	89	255
XI.	51	53	74	178

The above tables, published in the Census Returns of 1871, show amongst other things the progress of the population of Yorkshire during a period of 271 years, commencing with the year 1600 and ending in the year 1871. It will be seen from these figures that the increase of the population of this county between the years 1600 and 1700 was exceedingly small, not amounting to much more than 30,000 persons; that in the next hundred years, between 1700 and 1801, it was much more considerable, amounting in round numbers to rather more than 400,000 persons; and that between the years 1801 and 1871 it was again very much greater, amounting to 1,577,222. In comparison with the other divisions of England the increase of the population of Yorkshire has been exceedingly well sustained, more especially during the last ten years, when it has been, as we have already seen, 402,745. The increase of the present as compared with that of past times encourages the belief that the same rate of progress will continue. The agricultural and commercial resources of the county of York, as we have already shown, are very great and rapidly developing, whilst the increase in manufactures and mineral wealth surpasses that of almost any other English county. Iron, coal, and machinery are the great material means of modern progress. Of the first of these the county of York, as we have already shown, produces a much larger quantity than any other English county, the production of iron ore having amounted in the year 1873 to 6,846,839 tons, out of a total of 16,820,035 tons, produced in the United Kingdom.* The quantity

* Mineral Statistics, 1873, p. 77.

of coal produced within the county of York in the same year was 15,311,778 tons; and in addition to this the produce of the coal-field of South Durham, which amounted in the same year to 17,436,045 tons, was to a great extent used for the purpose of meeting the wants of Cleveland or North Yorkshire. Thus there was a total quantity of 32,747,823 tons available for the various purposes of industry carried on in the county of York, or in the districts of Lincoln and Leicestershire immediately adjoining to this county. In addition to this the quantity of long coal produced in the county of York, judging from the number of steam engines at work in the year 1871, was very considerable, amounting to about one-tenth of the whole quantity produced in England, whilst large quantities of coke were thrown away by adjoining counties both of the west and the north-westward districts. This was originally the chief supply of coal consumed for the manufacture of iron, and it is still an important addition to the quantity they receive from every other part of the world. The application of steam-power to the purposes both of manufacture and of transporting merchandise has given a wonderful impulse to every branch of industry, and to the conveyance of passengers, and few parts of England have been more benefited by this great change than the county of York, which possesses an admirable system of railways and a great fleet of steamships communicating through the port of Hull, and indirectly from those of Liverpool and London, with every part of the world.

But in addition to the immense material advantages which the great county possesses for all the purposes of trade, it is now beginning to enjoy on an extensive scale all the advantages of a wise and well-ordered system of education among all classes of the people. It is an immense advantage that so large a portion of our youth now have determined to withdraw far from the narrow limits of party, and it is also a great satisfaction that the measure introduced in the House of Commons by Mr. E. Forster, one of the representatives of an enlightened Yorkshire constituency, should have met with so general a support as to render it certain that it will remain the law of the land in all our most essential provisions. In counties like that of York, in which there are numerous mechanics' schools which have been working steadily for the last thirty or forty years for the instruction of the people, the ground has been well prepared for the purpose of

popular instruction. Already public libraries have been formed in most of the great towns of Yorkshire, which issue numerous and excellent books. Amongst these are the public library of Leeds, which in 1873 issued 304,295 books to its subscribers; that of Sheffield, 244,849; that of Bradford, 117,000; and that of Middlesborough, which issued 33,073, in addition to the Yorkshire Union of Mechanics Institutes, which, in the same year, issued 349,560 volumes.

Local Government of the Three Ridings of Yorkshire.—Yorkshire has from an early period been divided into three Ridings, each of which is administered by its own lord-lieutenant. The lord-lieutenants of the three Ridings at the present time are:—

The Marquis of Ripon,	North Riding.
Earl Fitz-William,	West Riding.
Lord Wenlock,	East Riding.

We subjoin a list of the peers of the United Kingdom, and of Scotland and Ireland, connected with Yorkshire by title, residence, or estate.

PEERS OF THE UNITED KINGDOM, AND OF SCOTLAND AND IRELAND, CONNECTED WITH
YORKSHIRE BY TITLE, RESIDENCE, OR ESTATE.

AILESBURY (second Marquis of).—George William Frederick Brudenell Bruce, K.G., P.C.; creation of marquissate, 1821. Residences (among others), Jerveaux, Bedale, Yorkshire; and Whorlton, Northallerton. The barony of Bruce of Whorlton, county of York, was created by Charles I, 1661. A name of great antiquity and celebrity. The fee of Robert de Brus in Yorkshire described in this work, vol. i. p. 513.

BEAUMONT (ninth Baron).—Henry Stapleton; creation of barony, 1307. Residence, Carlton Hall, Selby. A family of great antiquity, including one of the original Knights of the Garter.

BOLTON (third Baron).—Henry Orde-Powlett; creation of barony, 1797. Residence (amongst others), Bolton Hall, Bedale. A descendant of the marquises of Winchester and dukes of Bolton, of Bolton Hall, Wensleydale.

CARLISLE (eighth Earl of).—Rev. William George Howard; creation of earldom, 1661. Residence, Castle Howard, York. Descended from Lord William Howard, second son of Thomas the fourth duke of Norfolk, and representative of the Howards and Dacres of Naworth Castle in Cumberland.

CLEVELAND (fourth Duke of).—Harry George Powlett, K.G.; creation of dukedom, 1833. Residence, Raby Castle, Durham. The representative of the ancient family of Vane, of Raby Castle, and of the famous Sir Harry Vane, of the Long Parliament.

CONYERS (twelfth Baron).—Sackville George Lane Fox; creation of barony, 1509. The representative by the female line of the earls of Holderness and Baron Conyers.

CRAVEN (third Earl of).—George Grimston Craven; creation of earldom, 1801. Descended from the Cravens of Appletreewick, in Craven, Yorkshire, and from the son of Sir William Craven, Kt., who was lord mayor of London in 1611.

DAIRMOUTH (fifth Earl of).—William Walter Legge; earldom created, 1711. Residence (amongst others), Woodsome Hall, Huddersfield.

DE-L'ISLE and DUDLEY (second Baron).—Philip Sidney Foulis; creation of barony, 1835. Residence (amongst others), Ingoldsby Manor, Northallerton.

DE ROS (twenty-first Baron).—Dudley Charles Fitzgerald De Ros; creation of barony, 1264. The family of De Ros held their barony in Holderness in the time of Henry I. The barony of De Ros, as described in *Testa de Nevill*, mentioned in this work, vol. i. p. 514.

DEVONSHIRE (seventh Duke of).—William Cavendish, K.G., F.R.S., D.C.L.; creation of dukedom, 1694. The first barony of this distinguished house was that of Baron Cavendish of Hardwicke, who married Anne, daughter of Henry Keighley, Esq. of Keighley, Yorkshire. This barony was conferred in the year 1618. In the year 1748 William Cavendish (fourth duke of Devonshire) married Charlotte, Baroness Clifford of Lonsborough, in the county of York, only daughter and heiress of Richard, earl of Burlington and Cork, by which union the barony of Clifford, created by writ of Charles I in 1628, came into the Cavendish family.*

DONCASTER (Earl of).—Walter Francis Montague Douglas Scott, K.G., P.C.; also duke of Buccleuch and Queensberry.

DOWNE, Viscount.—Hugh Richard Dawney; viscountcy created, 1680. Residences (amongst others), Baldersby Park and Danby Lodge, Yorkshire.

EFFINGHAM (second Earl of).—Henry Howard; creation of earldom, 1837. Descended from Lord William Howard, eldest son of Thomas, the second duke of Norfolk. The barony of Howard of Effingham, was created by Queen Mary in the year 1554, and Lord Howard of Effingham, as lord high admiral, commanded the English fleet which defeated the Spanish Armada. Residence (amongst others), The Grange, Rotherham.

FAIRFAX (Baron).—The representatives of this ancient family are still found in Virginia; Charles Snowden being the present and tenth Baron Fairfax of Cameron.

FALKLAND (tenth Viscount).—Lucius Bentinck Cary, P.C., G.C.H.; creation of viscountcy, 1620. Residence, Skatterskelf, Yarm. A descendant of Baron Hunsdon, who was the first cousin of Queen Elizabeth through her mother Queen Anne Boleyn, and of the race of the great and good Lord Falkland, famous in the Great Civil War. Also connected by marriage with the Fitz-Clarences, of the family of King William IV.

* Burke's Peerage.

FEVERSHAM (first Earl of), and Viscount Helmsley.—William Ernest Duncombe; creation of earldom, 1868. Residences, Duncombe Park, Helmsley, and the Leases, Bedale. Thomas Duncombe, Esq., of Duncombe Park, high sheriff of the county of York in the year 1728. Charles Duncombe created Baron Feversham in the year 1826.

FITZ-WILLIAM (sixth Earl).—William Thomas Spencer Wentworth-Fitz-William, K.G.; creation of earldom, 1716. Residence, Wentworth House, Rotherham. Sir William Fitz-William was present as marshal of the Norman army at the battle of Hastings, 1066. His descendants were established at Elmley and Sprotburgh in the year 1117. Two members of this family are mentioned in *Testa de Nevill*, a record of the great tenants of the crown in the reigns of King John and Henry III., about the year 1220.* William, the third earl, married Lady Anne Wentworth, eldest daughter of Thomas, marquis of Rockingham, and sister and co-heiress of Charles, second marquis.

GRANTLEY (third Baron).—Fletcher Norton; creation of barony, 1782. The Nortons are a very ancient Yorkshire family, and bear the title of barons of Markenfield. The first Lord Grantley was for many years speaker of the House of Commons in the reign of George III.

HALIFAX (first Viscount).—Charles Wood, P.C., G.C.B.; creation of viscountcy, 1866. Residences, Hickleton Hall, Doncaster, and Garrowby, near Pocklington, York. A distinguished minister of state, he filled the office of secretary of the Treasury from 1832 to 1852; was secretary to the Admiralty from 1835 to 1839; chancellor of the Exchequer from 1846 to 1852; president of the Board of Control in 1852; first lord of the Admiralty from 1855 to 1858, and afterwards secretary of State for India, and president of the Indian council. Represented the borough of Halifax for many years, and afterwards that of Ripon.

HAMMOND (first Baron).—Edmund Hammond, P.C.; barony of Hammond of Kingston-upon-Hull created, 1874, in recognition of fifty years of distinguished service in the Foreign Office.

HAREWOOD (fourth Earl of).—Henry Thynne Lascelles; earldom created, 1812. Residences, Harewood, Leeds; Goldsborough Hall, Knaresborough. The barony of Harewood was created in the year 1790 in favour of Edwin Lascelles, Esq., of Harewood Castle. The family is of great antiquity in the county of York, as will be seen from the account of their possessions, given in *Testa de Nevill*, which was drawn up partly in the reign of King John, and partly of his son Henry III., and which may be dated 1220. Roger de Lascelles was summoned to Parliament as a baron, A.D. 1295, but dying without male heir the barony fell into abeyance. Francis Lascelles was a colonel in the parliamentary army in the Great Civil War.†

HAWKE (sixth Baron).—Rev. Edward Henry Julius Harvey-Hawke; barony created, 1776. Residence, Willingham Rectory, Gainsborough. A descendant of the celebrated Admiral Hawke, victorious in the great naval battle of Calvados.

HEADLEY (third Baron).—Irish representative peer, Charles Allanson Winn; barony created, 1797. Residence, Bramham Biggin, near Tadcaster. Descended from the ancient line of the Wynnes of Gwydyr, of North Wales.

HOTHAM, Baron.—Barony created, 1797. Residence (amongst others), South Dalton Hall, Beverley.

HOUGHTON (first Baron).—Richard Monckton Milnes; creation of barony, 1863. Residences, Frystone Hall, Ferrybridge, and Bawtry. The present noble lord represented the borough of Pomfret for many years, and has acquired the highest reputation, not only as a consistent politician, but as a poet and an elegant scholar.

HUNSDON (Baron).—See Falkland.

LEEDS (ninth Duke of).—George Godolphin Osborne; dukedom created, 1694. Ancient residence, Hornby Castle; also Gogmagog Hills, Cambridge. The first duke of Leeds was the celebrated Sir Thomas Osborne, lord high treasurer of England in the reign of Charles II., who was raised in 1673 to the titles of Baron Osborne of Kivedon and Viscount Latimer of Danby, and in the following year to that of earl of Danby. At the Revolution of 1688 he seized on the city of York for William, Prince of Orange, afterwards King William III., by whom he was created Marquis of Carmarthen in the year 1689, and Duke of Leeds in 1694. His great qualities have found a distinguished place in Lord Macaulay's "History of England."

LONDESBOROUGH (second Baron).—William Henry Forester Denison; barony created, 1850. Residence, Londesborough. The first Lord Londesborough was the son of Henry, the first marquis of Conygham, by Elizabeth, his wife, daughter of Joseph Denison, Esq., of Denbies, county Surrey, and successor to the great property of his uncle, the late William

* Yorkshire: Past and Present, vol. i. p. 516.

† Burke's Peerage.

Joseph Denison, Esq., the banker. The first lord married Henrietta Maria, fourth daughter of Cecil-Weld, first Lord Forester.

MEXBOROUGH, Earl.—Earldom created, 1766. Residence, Methley Park, near Wakefield.

MIDDLETON (eighth Baron).—Henry Willoughby; creation of barony, 1711. Residence, Birdsall, New Malton. Of the ancient family of the barons of Herries of Terregles, but assumed the name of Middleton on succeeding to their estates.

NORFOLK (fifteenth Duke of).—Henry Fitz-Alan Howard; dukedom created, 1483. Heirs of the ancient lords of Sheffield.

NORMANBY (second Marquis of).—George Augustus Constantine Phipps, P.C., K.C., M.G.; creation of marquissate, 1838. Residence, Mulgrave Castle, Whitby. Sir Constantine Phipps, an eminent lawyer, was lord chancellor of Ireland in 1710. His son, William Phipps, married a daughter of the earl of Anglesea by his countess, Lady Catherine Darnley, natural daughter of James II. The first marquis of Normanby (Constantine Henry) was a distinguished statesman, diplomatist, and politician, and was raised to the marquissate for his great abilities and public services. He was lord lieutenant of Ireland, governor of Jamaica, Home and Colonial Secretary, ambassador to the court of France, and envoy to the Grand Duke of Tuscany. The present marquis has held the offices of governor of Nova Scotia and of lord in waiting to H.M. the queen, and is now governor of Queensland.

NORTHUMBERLAND (sixth Duke of).—Algernon George Percy, P.C.; dukedom created, 1766; Earl de Percy and of Beverley. The family of Percy has been connected with the county of York from the Norman conquest. An account of the Percy fee in Yorkshire, as described in *Testa de Nevill*, will be found in this work, vol. i. p. 514. The name of the Percy family is inseparably connected with the great events of the wars of York and Lancaster, and more peacefully by the glories of the Percy Shrine in the cathedral of Beverley; and by the records of Wrexall Castle, near Beverley, one of their ancient feudal castles.

RIBBLESDALE (third Baron).—Thomas Lister; barony created, 1797. Residence, Gisburn Park, Skipton, where the Listers have resided for more than 500 years.

RICHMOND (sixth Duke of).—Charles Gordon Lennox is duke of Richmond in Yorkshire, earl of March and baron of Settrington, also in the county of York. The earls of Richmond, of a still more ancient creation, were for ages the most powerful noblemen in Yorkshire; and Henry, earl of Richmond, won the crown of England, and reigned as King Henry VII.

RIPON (first Marquis of).—Sir George Frederick Samuel Robinson, K.G., P.C.; marquissate created, 1871, as a mark of honour for distinguished skill and judgment in bringing to a successful issue one of the most important treaties of modern times, namely, that by which peace was preserved between England and the United States of America.

RIPON (Bishop of).—Robert Bickersteth, D.D., formerly rector of St. Giles, and canon of Salisbury. Residence, Palace, Ripon.

SCARBOROUGH (ninth Earl of).—Richard George Lumley; earldom created, 1690. Residences, Sandbeck Park, Rotherham; Tickhill Park, Rotherham. Family of very great antiquity, said to be sprung from Lyulph, son of Osbert de Lumley, who married a daughter of one of the Anglo-Saxon earls of Northumberland, and was a nobleman of great influence in the time of Edward the Confessor. Sir Ralph de Lumley, Kt., was summoned to Parliament amongst the barons of the realm from 1384 to 1399. Sir Richard Lumley, Kt., was created Viscount Lumley of Waterford in 1628; and Richard, the second Viscount Lumley, was made Earl of Scarborough in the year 1690.

SHEFFIELD (second Earl of).—George Augustus Frederic Charles Holroyd; creation of earldom, 1816. The barony of Sheffield, Yorkshire, was created in the year 1802.

STOURTON (nineteenth Baron).—Alfred Joseph Stourton; creation of barony, 1448. Residence, Allerton Park, Green Hammerton, Yorkshire. The representative of an extremely ancient family which derives its surname from the town of Stourton, in the county of Wilts, and held a considerable position even before the Norman conquest.

SUTHERLAND (third Duke of).—Sprung from an ancient Yorkshire family, one member of whom, Sir Allan Gower, Lord Stittenham, in Yorkshire, is said to have been high sheriff of that county at the time of the Conquest, and another of whom is mentioned in the High Sheriff's Accounts of 1167. John Gower, one of the earliest of English poets, is said to have been of this family. Sir John Levison-Gower was raised to the peerage as Baron Gower of Stittenham in the year 1702-3.

TUFTON.—Sir Henry Jacques Tufton, Bart., of Applebey Castle, Westmoreland, and Skipton

Castle, York, represents the earls of Thanet, who long held these castles and the adjoining estates by marriage with the ancient family of the Cliffords.

WENLOCK (second Baron).—Beilby Richard Lawley; barony created, 1839. Residence, Escrick Park. Lord-lieutenant of the East Riding of the county of York. Sir Thomas Lawley was made a baronet by King Charles I. in the year 1641.

WHARNCLIFFE (third Baron).—Edward Montagu Granville Stuart-Wortley; barony created, 1826. Residence, Wortley Hall, Sheffield, and Simmonstone, Bedale. Of the ancient family of Wortley, and of the Stuarts, earls of Bute. The celebrated Lady Mary Wortley Montague was the only daughter of Edward Wortley Montague, eldest son of the first earl of Sandwich. James Archibald Stuart-Wortley represented the county of York until he was raised to the peerage by the title of Baron Wharncliffe in the year 1826.

YORK (Archbishop of).—William Thomson, D.D., P.C., Primate of England. Residence, Bishopthorpe Palace, York. Dr. Thomson was successively fellow, tutor, and provost of Queen's College, Oxford; Brompton lecturer; rector of All Soul's, London; preacher to the honourable society of Lincoln's Inn, and chaplain in ordinary to Her Majesty. He was consecrated bishop of Gloucester and Bristol in 1861, and was translated to the archiepiscopal see of York, 1863.*

ZETLAND (third Earl of).—Lawrance Dundas; earldom created, 1838. Residences (amongst others), Aske Hall, Richmond, and Allerthorpe. Lawrance Dundas was made a baronet in the year 1762, and his son, Sir Thomas, was elevated to the peerage as Baron Dundas of Aske, county York, 1794. His lordship married Lady Charlotte Fitzwilliam, second daughter of William, third Earl Fitzwilliam.

* Burke's Peerage.

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